

# South Africa through the Centuries

Told in a Series of 1,100 Photographs

BY  
ARTHUR ELLIOTT

With Descriptive Notes by  
W. R. MORRISON



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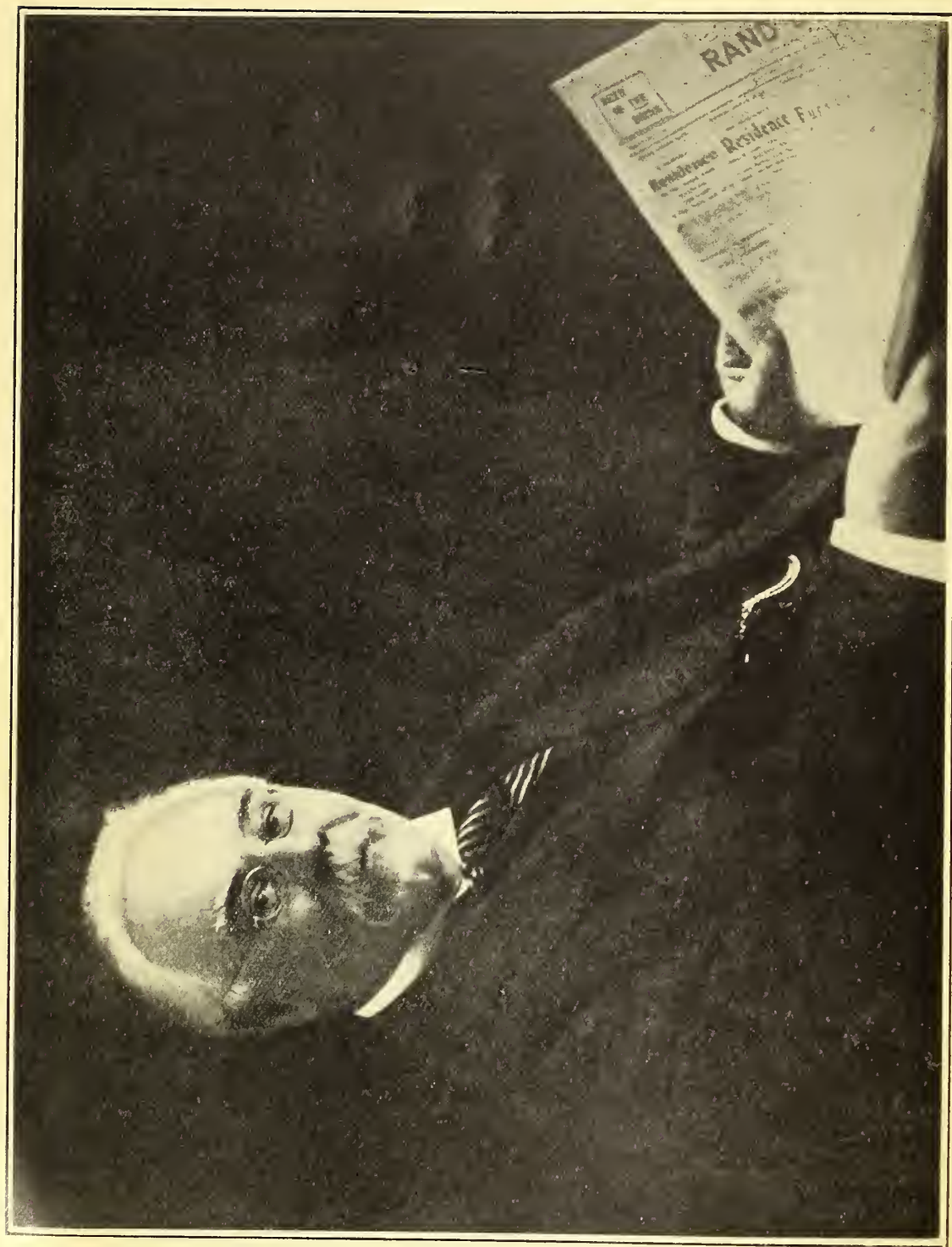
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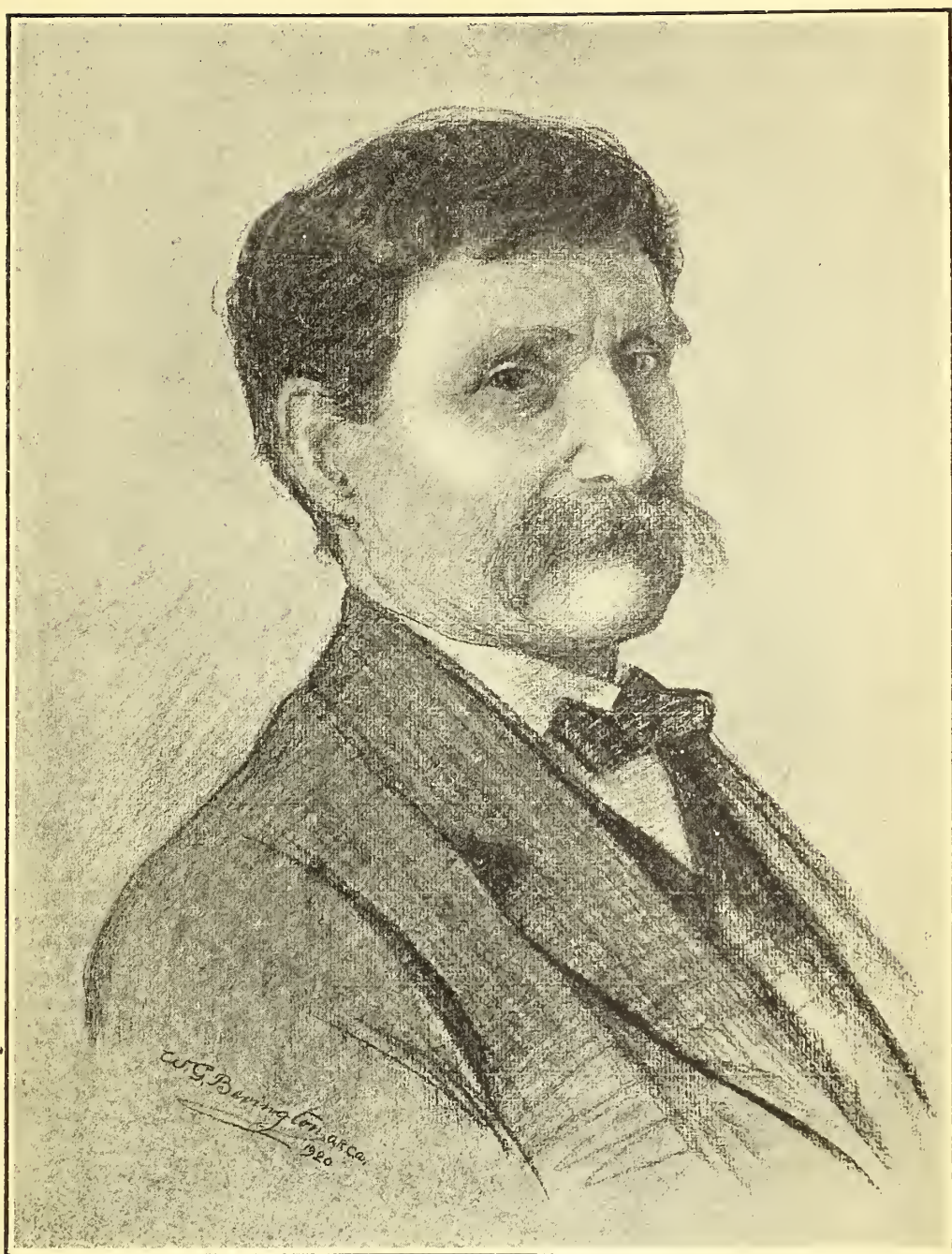


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## PREFACE

In compiling this Catalogue, and editing and writing the descriptive notes therefor, my aim has been to let the pictures tell a consecutive story of South Africa's past, and I have accordingly arranged the main portion of the Catalogue chronologically; and, where a particular subject lends itself to grouping, everything of relative interest follows that particular subject, thus: after, say, "The 1820 Settlers," follow all the pictures relating thereto.

W. R. MORRISON.



ARTHUR ELLIOTT.



## ACKNOWLEDGMENT.

I desire to express my deep sense of indebtedness to all those whose names appear below, but particularly to Mr. W. R. Morrison for his untiring and voluntary labour in compiling and editing this catalogue. Conventional expressions of thanks can only inadequately convey my real gratitude for many facilities given me, for unfailing courtesy and for generous hospitality extended to me in the preparation of this Exhibition. I would also like especially to thank Mr. Ralph Kilpin—whose recent work entitled *The Romance of a Colonial Parliament* has given a new interest to the history of our Parliamentary institutions—for contributing the historical notes to the pictures (Nos. 574 to 585), illustrating the evolution of the Union Parliament.

ARTHUR ELLIOTT.

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# THE PORTUGUESE PERIOD OR THE GOLDEN AGE.

## 1. Prince Henry the Navigator, 1394-1460.

Pride of place in a collection of pictures telling the Story of South Africa rightly falls to the Infante Dom Henrique (known as Prince Henry the Navigator), who was the third son of King John I of Portugal and his Queen Philippa (eldest daughter of John of Gaunt) and was therefore a nephew of Henry IV. of England. In 1415 he was knighted at the battle of Ceuta and thereafter his chief object in life was the overthrow of the Mahomedans. In this connection he sought the assistance of the mythical Prester John—a monarch who was believed to reign over a vast empire which extended over the Three Indies, to the rising of the Sun, and back to the ruins of Babylon.

In 1418, at the age of 24, he took up his residence at Sagres, near Cape St. Vincent, and devoted his life to his main objective. To find Prester John many a voyage was undertaken from Cape St. Vincent along the West Coast of Africa. In 1418 nothing was known of the coast south of Cape Bojadov. The expeditions failed to locate Prester John, but they added enormously to the geographical knowledge of the period, and when Prince Henry died in 1460 all the features of the shore as far as the Rio Grande were as well known as to-day. This portrait is from the engraved frontispiece to Major's *Discoveries of Prince Henry the Navigator*, 1877, which was engraved from a miniature in the National Library, Paris.

## 2. Gonzalo Velho.

A celebrated leader of Portuguese exploring expeditions in the early 15th century. He discovered and named (in 1432 or 1433) the Island of St. Maria in the Azores and thus opened the road to America. (From an early Portuguese painting.)

## 3. Audience with the Sanorin

In 1498 Vasco da Gama with the Sanorin or ruler of Calicut. Da Gama and his followers were ushered into the royal presence. The Sanorin was reclining on a velvet couch and bore a massive golden spittoon in his left hand. The gifts from the Portuguese king were more fitted for the headman of an African tribe. (From a picture by Salgado in the National Collection, Lisbon.)

## 4. Vasco da Gama

was selected by King Manuel of Portugal to command a fleet of four ships fitted out to follow up the discoveries of Bartholomew Diaz and try and reach India. Da Gama sailed from Lisbon on July 8th, 1497, touched at St. Helena Bay, to which he gave its present name, and at Mossel Bay on the South African coast, and reached Calicut on the West coast of India. He reached Lisbon on the return journey on August 29th, 1499, having successfully opened up the ocean route between Europe and India. He visited India in 1502-1503, and was appointed Viceroy of Portuguese India in 1524. On April 9th, 1524, he left Lisbon and died at Cochín on 24th December of the same year. (From a painting in the Library of Parliament, Cape Town.)

## 5. Da Gama visits St. Helena Bay.

Friendly intercourse had been kept up for a couple of days with the Hottentots on shore, and a soldier—Fernaõ Veloso—was permitted to accompany them to their place of residence. On the way Veloso became suspicious and began to retrace his steps. He was followed by the savages who apparently had no hostile intentions. Veloso ran towards the shore shouting for help whereupon Da Gama rowed to his assistance. The Hottentots went towards the boat but were driven back. A skirmish ensued in which Da Gama was wounded.

Another adventure is also shewn in which Da Gama's brother and a boat's crew nearly lost their lives. They had harpooned a whale and fastened the line to a thwart in the boat. The whale would have pulled them under but fortunately they grounded in shallow water. (From an engraving in Van der Aa's *Historische Beschryvinge der Reizen*, 8 vols., folio, 1727.)

## 6. Vasco da Gama.

From a rare lithograph by T. W. Bowler, Cape Town, 29th April, 1868, in the Fairbridge Collection. One of six impressions. This was apparently copied from a lithograph by Ploszczynski, from a copy by C. Gow from the original in the Painted Hall, Greenwich Hospital.

## 7. Death of Francisco d'Almeida.

D'Almeida, first Viceroy of Portuguese India, when returning to Europe, put into Agoada de Saldanha (now Table Bay) to water. A quarrel arose with some Hottentots in which a few Portuguese were hurt. To avenge this a large party marched to a Hottentot kraal and seized a herd of cattle. The Hottentots attacked and the Portuguese endeavoured to retreat. This was on March 1st, 1510, and in the action D'Almeida, eleven officers of high rank and 53 soldiers and sailors were killed. The swords of the Portuguese were useless against the assegais and stones of the Hottentots. Owing to this event the Portuguese avoided putting into Table Bay unless compelled by necessity to do so. In recent years various corroded Portuguese weapons of the period have been dug up in the vicinity, and may well have been used in the fight. (From an engraving in Van der Aa's *Beschryvinge*, 1727.)

## 8. Afonso d'Albuquerque.

The most famous of all the Portuguese Governors of India. He established firmly the power of his country in the East. In November, 1509, he succeeded the Viceroy d'Almeida, but with the title of Captain General or Governor. He was a cruel man and his memory is stained with deeds of barbarity. He died on December 16th, 1515, just as he reached Goa. (From a drawing by Gaspar Correa in the Museum of the Royal Geographical Society and published in Jaynes' *Vasco da Gama*, 1910.)



**9. Goa.**

An ancient Hindu city on the west coast of Hindostan, midway between the Gulf of Cambay and Cape Comorin ; was a port of commerce second only in importance to Calicut on that seaboard. It was captured by the Mahomedans in the 15th century and was held by them when the Portuguese arrived in India. In February, 1510, Albuquerque, aided by a Hindu corsair—Timoja—surprised and seized the city. In May the Mahomedans regained the city. The Portuguese withdrew and in November returned and again mastered Goa which became the capital of Portuguese India and the seat of government, centre of commerce and base of missionary enterprise. Goa the Golden was renowned throughout the East, but with the fall of the Portuguese power its glories declined.

**10. d'Albuquerque's Fleet at Aden.**

Aden, a town and seaport near the entrance to the Red Sea, was of importance in ancient times, being the chief entrepot of the commerce between India and Egypt. In 1513 d'Albuquerque endeavoured to get possession of Aden in order to close the Red Sea to Indian trade but failed and was obliged to retire, which was the most serious disaster he ever sustained. In January, 1839, Great Britain obtained possession of Aden and it is now strongly fortified, a dependancy of Bombay. (From a picture by Gaspar Correa.)

**11. Costume of a Portuguese Gentleman.**

Costume of the period worn by a gentleman in Portuguese India.

**12. Palanquin.**

In which Portuguese ladies were carried in India. (From engravings in Linschoten's *Histoire de la Navigation aux Indes Orientales*, 1596.)

**13. Luiz de Camoens.**

Prince of Portuguese lyric writers, was born in Lisbon, circa 1525. He was of a noble but poor family, and in youth conceived a passion for a great court lady which led to his banishment. In despair he became a soldier and fought in Africa, losing an eye during an engagement at Ceuta. In 1553 he left for India and spent some time at Goa, but was again banished for writing a satirical poem against the Viceroy. During his exile he composed the celebrated epic poem, the *Lusiads*. He died in poverty in 1580. In his great work which was published in Lisbon shortly after 1569, and of which there have been many subsequent editions, he refers to South Africa and to the wreck of the *St. John* on the Kaffrarian Coast in 1552, with its tragic story of Manuel da Sousa, his wife and children. Corta Real's poetical account of this wreck (1594) ranks almost as high as that of Camoens, whilst prose accounts were published in 1597 and later. (This portrait is from an engraved frontispiece to an edition of the *Lusiads*.)

**14. Vasco da Gama's Ship**

in a great storm off the Cape of Good Hope. This picture represents the appearance of the Spectre of the Cape to Da Gama, as narrated by Camoens :

"A frowning cloud which darkens all the air  
Appears above our heads and hovers there.

XXXVIII.

So terrible it came, and charged so sore,  
With mighty fear all hearts it did constrain ;  
The sea was roaring and afar did roar,  
As if it beat against some rock in vain.  
'O Power sublime !' I cried, 'whom I adore,  
What threat divine is this, what secret bane  
Presents this clime, this sea, that wears the form  
Of something far more terrible than storm ?'

XXXIX.

While yet I spake, a figure to appal,  
Robust and vigorous in the air appeared ;  
Of stature all deformed and vast and tall,  
The visage frowning, and with squalid beard ;  
The eyes were hollow, and the gesture all  
Threatening and bad ; the colour pale and seared ;  
And full of earth and grizzly was the hair ;  
The mouth was black, the teeth all yellow were."

*The Lusiads*, Canto V, Aubertin's translation.

(From the engraved front by N. Pocock in the *Progress of Maritime Discovery* by J. S. Clarke. 4to. 1803.)

**15. Portuguese Explorers Raising a Cross.**

The action such as represented in this picture must have occurred on many occasions when the Portuguese landed during their early voyages of exploration. The crosses in wood were erected to mark the termination of a voyage or to denote that possession had been taken of the country. In 1484, with Diego Cam's expedition, marble pillars surmounted by a cross were carried. This incident depicts the setting up of a pillar by Bartholomew Diaz at the Cape in 1487. (From an engraving by C. Penoso.)

**16. Portion of a Pillar.**

This is a portion of one of the five Padroes erected by Bartholomew Diaz, and is in the South African Museum.



**17. St. Francis Xavier.**

The Portuguese made great efforts to convert the natives of the East to Christianity. The most celebrated of their missionaries was Francisco Xavier, of the Company of Jesus, who left Portugal for India in 1542. He was a man devoted to his calling and made many converts. He died of fever in 1552. This picture depicts him baptising a pearl fisher of the Straits between Ceylon and India. (From an engraving in Bogacrt's *Historische Reizen*. 4to. 1711.)

**18. Baptism of the Monomotapa.**

The Portuguese called the paramount chief of the Makaranga tribe, which occupied part of the territory, now known as Rhodesia, the Monomotapa. Upon the death of the Portuguese protégé his son found himself almost helpless and to secure Portuguese support professed conversion to Christianity, and on the 4th August, 1652, was baptised by a Dominican friar under the name of Domingos. Although there was rejoicing over this event in Portugal, his own subjects would not submit to Domingos and he was murdered a few years after his baptism. (From a contemporary picture in the Dominican House, Rome.)

**19. Baptism of an African Convert.**

Wherever a Portuguese settlement was formed there were missionaries. The principal Portuguese settlement on the West Coast of Africa—St. Paul de Loanda—was about 300 English miles south of the mouth of the Congo and was founded in 1576. Here missionaries of various orders laboured, converting many and establishing congregations among the Bantu. (From an engraving in Van der Aa's *Historische Beschryvinge der Reizen*. 8 vols. Folio, 1727.)

## ATTEMPTS BY THE DUTCH TO FIND A NORTH EASTERN PASSAGE TO INDIA.

The principal products of the Indies were stored at Lisbon by the Portuguese, and here flocked the merchants of other nations to purchase. The Netherlands were large purchasers and carried on a large trade with other countries with the spices so obtained. Bruges was their chief centre. The Netherlands were under the dominion of Philip II of Spain until 1568, when the war of independence began which ended eighty years later with the acknowledgment by Spain of the freedom of the Netherlands. In 1580 Philip added Portugal to his dominions and speedily put an end to the Dutch trade at Lisbon. The Dutch then made strenuous efforts to find a way to India along the northern shores of Europe and Asia, but were defeated by the Arctic conditions. The following pictures from *Begin ende Voortgang van Vereenigde Nederlandsche Geoetroycerde Oost-Indische Compagnie*, 2 vols., 1646, represent actual contemporary happenings in the attempt to find a North East passage to India.

**20. Title Page. Volume 1.**

**21. Killing Walruses.** (Barentz's First Voyage, 1594.)

**22. Boat Attacked by a White Bear in Deep Water.**

**23. Men Attacked by White Bears.**

Off the coast of Greenland they sighted a Polar bear and made for him in their boats, but they found him so huge that they were afraid to attack until they had more men and guns. Before they finally severed his head, they battled with him for four hours.

**24. Towing a Ship among the Ice Floes.**

Jacob van Heemskirk was with this expedition which was equipped by the City of Amsterdam. (Barentz's *Third Voyage*, 1596.)

**25. A Ship among Ice Floes.**

**26. Ship Crushed in the Ice.**

When the ship was entirely hemmed in it was decided to land arms and stores and build a shelter on shore.

**27. Building of the Lodge.**

The hut was erected close to the ship so that if the sea opened they could leave promptly.

**28. Title Page. Volume 2.**

**29. Lodge to Winter In.**

This lodge was discovered some years ago on the coast of Spitzbergen in the same condition as when it was left 300 years before. Several articles found there are now in a museum in Holland.

**30. Preparations for Departure.**

From September, 1597, to May, 1598, they lived on Nova Zembla. It was decided they would prepare the two boats in order to have them ready for the voyage home. The boats, which had become embedded in the snow, had to be dug out, and in their weak state they could scarcely continue with the arduous work. While they were repairing the boats they were constantly attacked by bears which greatly hindered them in their work.

**31. The Departure.**

When everything was ready, Barentz wrote a letter which was put into a metal case and hung up in the chimney of the hut, telling how they had come to find a North East passage to the East, and what had happened to them in that spot. Two other letters were also written and signed by all of them, one to be taken in each boat in case they were separated. They then dragged the boats down a levelled passage which they had cut in the ice to the open sea, and the two boats were launched. There were two sick men, and one of them was placed in each boat. Willem Barentz, the leader, who was one of the sick, unfortunately succumbed on the way back.

# STRUGGLE OF THE NETHERLANDS WITH SPAIN AND PORTUGAL

After 1580 the possessions of Portugal in India were lawful prizes of the Dutch if they could seize them, and as soon as it was fairly certain that there was not an open sea north of Asia, they resolved to make their way to the East round the Cape of Good Hope, for they were determined not to lose the spice trade. A Hollander named Jan Huyghen van Linschoten, who had been in Goa in the Portuguese service, after his return published in Dutch an account of India, with sailing directions and other information, which enabled his countrymen to navigate the eastern seas without much difficulty. A fleet of four vessels was then fitted out, which was placed under the direction of a merchant named Cornelis Houtman, and sailed from Texel on the 2nd of April, 1595. This fleet opened to the Dutch the road to India by the way of the Cape of Good Hope, and it was followed by others of greater strength, which in course of time wrested from the Portuguese the most valuable parts of the East, and established a great Dutch dominion there.

## 32. Jan Huyghen van Linschoten.

A Hollander who lived in Portuguese India 1583-1589 and wrote a valuable book upon the trade routes of the East and South East Africa. (From *Histoire de la Navigation*, 1596.)

## 33. Title Page

of Linschoten's book (1644 edition).

## 34. Off The Cape.

The four vessels of Houtman's fleet under sail (*The Mauritius, Hollandia, Amsterdam, and Duijke*). This picture shews the ships with sea bamboo floating (always looked upon as a sign of the proximity of land), whilst all around disport whales, sharks and shoals of flying fish. (From *Begin ende Voortgang*, 1646.)

## 35. Mauritius in 1598.

This quaint engraving is of Admiral van Neck's visit to Mauritius and is crowded with incident. The extinct Dodo walks abroad whilst the Rev. P. Pietersen unconcernedly conducts divine service. In the foreground a fisherman is spearing a large fish and next to him a seine is being drawn, whilst further on a fisherman has hooked the father of all flounders. There are turtles and divers strange birds and trees, and regardless of all else sundry coopers pursue their lawful avocations. (From *Begin ende Voortgang*, 1646.)

## 36. Battle at Sea.

Off the island of Goa between the Portuguese and Dutch on 4th January, 1638. (From Baldaeus' *Beschryvinge van Ceylon*, 1672.)

## 37. Sea Fight.

Between two Dutch ships under Olivier van Noort and two Spanish ships off Manilla on 14th December, 1600. (A) The Spanish Admiral; (B) the Dutch Admiral; (C) the Vice-Admiral of Manilla; (D) the Dutch yacht; (E) Chinese boats full of people.

## 38. Sinking the Spanish Admiral.

A graphic scene of disaster. The padre has found a temporary refuge, whilst some of the struggling men are hanging on to a large drum. The majority of the unfortunates in the water are being assisted to their end by being vigorously prodded with long pikes. (Both from *Begin ende Voortgang*, 1646.)

## 39. General Pedro Lopes de Sousa

making obeisance to the Empress of Kandy in Ceylon in 1590.

## 40. Portuguese Prisoners

building a fort at Kandy for the Emperor of Ceylon, 1590. De Sousa had been defeated in battle by the Cingalese and died of his wounds. Many of his officers and men were made prisoners. (These two illustrations are from Baldaeus's *Beschryvinge van Ceylon*, 1672.)

## 41. Portuguese Noble.

Method of Conveyance in a palanquin. (From Linschoten's *Histoire de la Navigation*, 1596.)

## 42. Conquest of Cochin.

Cochin on the coast of Malabar was conquered by the Dutch under General Ryklof van Goens on 7th January, 1663. Cochin ranked next to Goa in the importance of the Portuguese possessions. (From Nieuwhof's *Zee en Landreiseu*, 1682.)

## 43. Great Naval Battle.

In Gibraltar Bay on the 25th of April, 1607. Heemskirk laying his ship alongside the Spanish admiral. A fleet of twenty-six small ships of war and four tenders, under Admiral Jacob van Heemskerk, was sent by the States-General of the United Netherlands to cruise in the Atlantic. Heemskerk came to learn that a Spanish war fleet of ten great galleons and eleven smaller vessels, under command of Don Juan Alvarez d'Avila, was lying at anchor in Gibraltar Bay under the guns of the fortress. Notwithstanding the disparity of force, he determined to attack, and on 25th of April, 1607, he stood into the bay. As he approached, the Spanish admiral summoned a Hollander whom he had on board, Skipper Gevaerts of a captured Dutch vessel, and asked him whether those ships in the distance were Netherlands and what their purpose could possibly be in venturing so near Gibraltar. "Either I am entirely mistaken in my countrymen," answered Gevaerts, "or they are coming for the express purpose of offering you battle." The Spaniard laughed loud and long, and



exclaimed that his flagship alone should sink the whole fleet. Heemskerk sailed on and boldly grappled with the monster galleons. It was like a fight between giants and pygmies, but so daring were the Dutch sailors that every galleon was destroyed. Before nightfall nothing of the Spanish fleet but burning fragments could be seen floating in the bay or stranded on the shore. It was one of the most brilliant naval victories ever recorded, and it was won against such odds that it seemed to be due to God alone. Heemskerk fell in the battle, killed by a cannon ball, leaving a deathless name of glory behind him. The Spanish admiral also was killed in the engagement. (From an engraving in Major Jardine's collection.)

**44. Admiral Jacob van Heemskirk.**

One of the heroes of Holland who was killed in the great battle in Gibraltar Bay, 25th April, 1607. (From the portrait in *Leven en Daden der Doorluchtige, Zee Helden*.)

**45. Murder of Sebald de Weert**

And his attendants by order of the Ruler of Kandy on 1st June, 1603. The Dutch had offended the religious feelings of the Cingalese by killing some cows.

**46. Reception**

of Admiral van der Hagen by the Zamorin or ruler of Calicut on 8th November, 1604, when a treaty of friendship was entered into between them. (Both from *Begin ende Voortgang*, 1646.)

**47. Meeting**

between Captain Sebald de Weert and the Ruler of Batticaloa on 30th April, 1603. A conjurer on the left is doing a marvellously realistic trick with a chain.

**48. The Portuguese Carraek "St. Thome."**

In a sea fight with Dutch ships under Joris van Spilbergen and English ships under Commodore James Lancaster on 13th October, 1602, in the Straits of Malacca. On the morning of the 14th she surrendered to Lancaster. (Both from *Begin ende Voortgang*, 1646.)

**49. Interview of Sebald de Weert**

with the Emperor of Ceylon at Batticaloa on 26th April, 1603. (From Baldaeus' *Beschryvinge van Ceylon*, 1672.)

**50. Feast**

given by the King of Ternate on 29th July, 1601, at which Dutch officers were present as guests. A realistic sham fight during the banquet does not appear to have aroused undue interest. (From *Begin ende Voortgang*, 1646.)

**51. Dutch Victory**

by General Ryklof van Goens over the Portuguese at Manar. The Portuguese commander was killed in the engagement and his army scattered.

**52. Defeat of the Portuguese.**

Six richly laden Portuguese ships were defeated by two Dutch ships off Macassar, 12th June, 1660. The Portuguese admiral's ship was blown up, two others were burnt, two others run ashore, and only one was made a prize.

**53. Victory Over the Nairs.**

The Nairs under Portuguese rule at Quilon were defeated by the Dutch under Ryklof van Goens.

**54. Reception**

in Quilon on 26th March, 1672, of General Ryklof van Goens.

(The foregoing four engravings are from Wouter Schouten's *Oost Indische Voyagie*, 1676.)

**55. Fortress and City of Jaffna.**

Surrendered to the Dutch forces on 22nd June, 1658, after a siege of three and half months, during which over 1600 perished on the Portuguese side either in combat or from starvation. With the fall of Jaffna Portuguese rule in Ceylon came to an end.

**56. Schouten, Wouter.**

Visited the Cape in 1658 and 1665, and published an account of his journey in *Oost Indische Voyagie*, 2 vols., 4to, 1676, with engravings and maps and a portrait, from which this picture is reproduced.

**57. Siege of the Town of Galle.**

by Willem Jacobz Koster. The town was taken by storm, 13th March, 1638.

**58. Murder of Commander Willem J. Koster**

and his attendants by the servants of the Emperor of Ceylon in 1640.

(Both these engravings are from Baldaeus' *Beschryvinge van het Machtige Eyland Ceylon*, 1672.)

**59. Town of Galle.**

The first Dutch possession in Ceylon taken from the Portuguese in March, 1638.

**60. Reception**

of General Gerard Hulst by the Emperor of Ceylon at Kandy in 1656. (From Baldaeus' *Beschryvinge van Ceylon*, 1672.)

**61. General Hulst.**

Director General of Netherlands, India who was killed in the siege of Colombo, 10th April, 1656, On May 12th the Portuguese surrendered the town. (From Valentyn's *Nieuw Oost Indien Beschryving*, 1724-6.)

**62. Embassy**

sent by the Emperor of Ceylon to invite some Hollanders to visit him in 1656.

**63. Dutch Troops in Ceylon in 1658.**

(Both from Baldaeus' *Beschryvinge van Ceylon*, 1672.)

## THE DUTCH EAST INDIA COMPANY.

The Cape Colony founded in 1652 was subject to the authority of the Governor General and Council of India, except when instructions were issued direct by the Assembly of Seventeen or General Board of Directors. Appeals from the Cape Court of Justice were made to the High Court at Batavia. The Dutch East India Company came into existence on 20th March, 1602, and the Cape was subject to it from its foundation to September, 1795.

### 64. The East India Company's House, Amsterdam.

The governing body consisted of seventeen directors, and was called the Assembly of Seventeen. This body transacted its business for six successive years at Amsterdam, then for two years at Middelburg in Zeeland, then at Amsterdam again for six years, and so on. It had places of business, or chambers as they were termed, at Amsterdam, Middelburg, Delft, Rotterdam, Hoorn and Enkhuizen. Of these, far the most important was the Chamber of Amsterdam, more than half of the Company's capital having been furnished there. The chamber of Rotterdam was the lowest in importance. It was this powerful Company that wrested the Indian trade from the Portuguese and then acquired an enormous domain in the eastern seas. In 1652 it formed a refreshing station in Table Valley for its fleets, which station gradually grew into the Cape Colony. In the eighteenth century it was out rivalled by the British, who took possession of the Cape Colony in 1795. The Company was then insolvent, and a little later it ceased to exist.

### 65. Departure of the Company's Fleet.

In this picture the fleet is shewn under weigh. In the background are the towers and spires of Amsterdam and in the foreground a stately galleon crowded with men and flying the red, white and blue of the Netherlands, the Company's banner with its O.V.C. monogram and another with its arms. (From the original painting by de Vroom (1636), presented by Mr. de Pass to Groot Constantia.

### 66. Abraham van Riebeeck.

Was the son of Jan van Riebeeck and was the second European child to be born at the Cape. He assumed duty as Governor General on 30th October, 1709, and died on 17th November, 1713.

### 67. Jan Pietersz Koon.

Assumed duty as Governor General on 5th August, 1618, and retired on 12th January, 1623. In his time Batavia was made the capital of Netherlands India.

### 68. Ryklof van Goens.

Visited the Cape on several occasions and made regulations for the settlement of the first burghers in 1657. He assumed duty as Governor General on 4th January, 1678 and retired on 25th November, 1681. (These three portraits are from du Bois' *Lives of the Governors General*, 1763.)

### 69. Pieter van den Broecke.

The first Director of the Dutch establishments in Surat, Persia and Arabia. (From Valentyn's *Beschryving van Oud en Nieuw Oost Indien*, 1724-6.)

### 70. Chart of the Peninsula.

This was evidently prepared in 1659 as it shews the line of the canal from Table Bay to False Bay proposed by Commissioner van Goens, and the position of the land granted to burghers in 1657. (From *Nieuwhof's Zee en Lant Reize*, 1682.)

## BATAVIA AND CEYLON.

Batavia (Java) was founded by the Dutch in 1619 and has ever since been the seat of government of Netherlands India. Part of it occupies the site of an earlier town, Jacatra. The city is built on low ground that was once swampy, but it has suburbs more elevated and healthy. It contains many beautiful buildings and during the Company's period of prosperity was called the "Queen of the Eastern Seas." It is still a place of great commercial importance.

The island of Ceylon was at one time a possession of the D.E.I. Co. It was held for commercial purposes and the native rulers were interfered with as little as possible, direct Dutch government not being extended beyond the towns on the coast held by the Company. In 1638 the Company drove the Portuguese from Galle and effected its first settlement on the island. The struggle between Dutch and Portuguese continued for 20 years, and in 1658 the Portuguese lost their last stronghold and were finally expelled. The Dutch held the coast towns until 1796, since which date the island has been under British rule.

### 71. The Governor General's Residence in the Castle of Batavia.

### 72. The Cross Church.

### 73. The Tiger's Canal.

### 74. The City Hall.

### 75. The Orphan Asylum.

### 76. The House of Correction.

### 77. The New Poort.

(The foregoing engravings are from Nienhof's *Zee en Lant Reize*, 1682.)

### 78. Great Dutch Reformed Church.

(From a coloured aquatint in Barrow's *Voyage to Cochín China*, 1806.)



**79. Island of Ourust.**

The Naval Station of Batavia, with extensive dockyards. (From an engraving after Hendrik Kobell, 1779).

**80. Roadstead.**

All ships that left Holland before 1800 for any part of India, except Ceylon, touched at Batavia Roads for orders, and all ships returning to Europe except those from Ceylon and the western coasts of Hindustan assembled there to leave in fleets. (From an engraving after Hendrik Kobell, 1779).

**81. The Market.**

**82. The Slaughter House.**

(From Nieuhof's *Zee en Lant Reize*, 1682.)

**83. Bogaert Abraham.**

Arrived at the Cape 1702. Subsequently he published *Historiche reizen door d'oostersche deelen van Asia, misgaders helgeen aan Kaap de Goede Hoop*, 4to, 1711, which contains engravings and a portrait of the author from which this picture is reproduced. He gives an interesting account of the Van der Stel controversy.

**84. Baldaeus Rev. Phillipus.**

Once visited the Cape. He wrote *Beschryvinge van het nachtige eyland Ceylon*, 1672, from which this portrait is taken.

## ALONG THE NORTH AND WEST COASTS.

**85. Map**

of the coast from the Gulf of Guinea to the Cape, with insets of St. Helena and Ascension, circa 1600.

**86. Various Forts**

on the west coast of Africa in the eighteenth century. In this picture six Dutch, one Danish, and four English forts are shown. These forts were trading stations and beyond their walls no jurisdiction was claimed over the black inhabitants, who were left free to do whatever they chose. Sometimes an English fort was built within sight of one belonging to the Dutch West India Company, and then there was sure to be keen competition between them as to which should secure the largest amount of trade. The oldest of these forts was the one shown in the left upper corner, which was built by the Portuguese in 1482, and was called by them Sao Jorge da Mina. It was the first station permanently occupied by Europeans on the west coast of Africa. It was taken from the Portuguese by the Dutch, but is now in Britain's possession, and bears the name Elmina. (From Barbot's *Description of the Coasts of N. and S. Guinea*, 1732.)

**87. Dutch Forts.**

Nassau, Van Buuren, and Orange on the Island of Goree, West Coast. (From Dapper's *Africa*, 1670.)

**88. Algiers.**

The gates of the town shewing malefactors hanging on hooks, a form of execution in vogue at the period. (From Dapper's *Africa*, 1676.)

**89. Admiral Lord Exmouth.**

Commanded the combined French and Dutch squadrons which bombarded Algiers on 27th August, 1816. The British lost 852 men killed and wounded, and the Dutch 65. The bombardment lasted nine hours. The result of the bombardment was the release of 1211 Christian slaves, for slavery was rampant in the north as well as in the south. (From Salame's *Narrative*, 1819.)

**90. View of Algiers.**

The port and town. (From a lithograph in Milbert's *Voyage Pittoresque* by Lessore, after Wyld, 1835.)

**91. Negotiations with the Dey.**

Effecting the treaty after the bombardment which was undertaken to free the slaves held in bondage. (From Salame's *Narrative*, 1819.)

**92. Richard Lander.**

A famous African explorer. From the frontispiece in a volume of his book *Journal of the Discovery of the Termination of the Niger*, 1832. Richard Lander was born at Truro in 1804. Early in 1823 he engaged himself as servant to Major Colebrooke, one of His Majesty's Commissioners of Inquiry, and accompanied that gentleman on his tour through the Cape Colony. In 1824 he returned to England. In the following year, 1825, he engaged himself as servant to Captain Clapperton, who was leaving England as leader of an exploring expedition fitted out by the British government to try to discover the course of the Niger. They landed at Badagry, and travelled inland until the Niger was reached. At length only Captain Clapperton and Lander were left. Exploration was continued, but on the 13th of April, 1827, Captain Clapperton died. Lander then retraced his way as well as he could to Badagry, where he was received on board a British ship and taken home. He was then engaged by the British government to return and endeavour to follow the river from the point where he had left it to its mouth, and with his brother, John Lander, he reached Cape Coast Castle in February, 1830. Before the close of the year he solved the question that had previously baffled all explorers, by travelling inland to the Niger and descending the river to the Nun mouth of its delta in the Bight of Benin. Once more he visited the African coast, on this occasion as head of a commercial venture, with two small steamers intended to explore the Niger and its tributaries, and establish trading stations at suitable places. In October, 1832, he began the passage up the river, and, after much exploratory work, in February, 1834, died from the effects of a wound received from some blacks in the Brass river.

**93. Mungo Park.**

A celebrated African traveller. From the frontispiece to his *Travels in Africa*, 1799. Mungo Park was born in Selkirkshire, Scotland, in 1771, and was educated for the medical profession. In 1795 he was engaged by the African Association to endeavour to discover the course of the Niger, and in that year he ascended the Gambia for that purpose. After undergoing great hardships he reached the Niger and explored it for a distance of about 300 miles. He could do no more, and in June, 1797, he reached the Gambia again utterly exhausted. In 1804 he was engaged by the British government to lead an expedition to follow up his earlier discoveries. In August, 1805, Park reached the Niger once more, but on the journey from the coast 35 European members of the expedition perished. Having reached the river, Dr. Park, with only one assistant able to work, built a large boat out of native canoes, and the party embarked in it to sail down the stream. They actually dropped down it about a thousand miles, when the boat grounded, and hostile natives on the bank attacked them with assegais and bows and arrows. Dr. Park, Lieutenant Martyn, and two soldiers were the only Europeans then left, and they, being unable to resist, sprang into the water and were drowned. One black servant only escaped, and from him the story of the disaster was learnt in after years.

**94. African Travelling.**

On the plain north of the Orange River in 1843. (From an etching in Backhouse's *Narrative*, 1844.)

**95. St. Helena.**

Discovered by Joao da Nova in 1502. Portuguese ships called for water and refreshments. The Dutch and English also called, but no building other than a small Portuguese church was erected before 1681, when formal possession was taken by the English and a settlement commenced. In January, 1673, an expedition was sent from the Cape which obtained possession of the island, but in the same year it was recaptured by the English. Thereafter it became the refreshment station of the English E.I. Co.'s fleets and became of importance after Waterloo, when the mighty Napoleon was imprisoned on the lonely rock and died there. (From a picture by A. Nichol in *The Gazetteer of the World*.)

**96. Madeira.**

(From an aquatint in Barrow's *Voyage to Cochín China*, 1806.)

**97. Teneriffe.**

(From an engraving by A. Nichol in *The Gazetteer of the World*.)

**98. Suez Canal.**

Illuminations at Port Said on the occasion of the opening festivities. (From *The Illustrated London News*, 11th December, 1869.)

**99. During Construction.**

Near Kantara. (From *Illustrated London News*, 20th March, 1860.)

**100. Landing of the Prince of Orange.**

Landing of William, Prince of Orange, at Torbay, England, 15th November, 1688. (From an engraving by J. F. C. Reckleben, after Turner, in the Jardine Collection.)

## THE HISTORY OF SOUTH AFRICA CHRONOLOGICALLY ARRANGED

From this point the pictures are arranged as far as it has been possible to do so, chronologically. Where a subsection occurs, say for instance, "1820 Settlers," everything relative follows the first date. After the chronological arrangement follow sections devoted to Shipwrecks and Shipping, Methods of Communication, Natives, Architecture, Military and Fortifications, Churches and Religions.

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**1626.**

**101. Table Mountain.**

With Hottentots as depicted by an English traveller, Sir Thomas Herbert, in 1625. (From an engraving in Herbert's *Relation of Some Yeare's Travaile*, 1634.)

**1640.**

**102. Africa.**

With an early representation of Table Mountain. This quaint old map is crowded with detail: strange fish, stately galleons, etc. (From *Begin ende Voortgangh*, 1646.)

**1652.**

**103. Jan van Riebeeck.**

From a portrait in the Picture Gallery in Amsterdam. Jan van Riebeeck, the founder of the Dutch settlement in South Africa, arrived in Table Bay with a party of servants of the East India Company, from Amsterdam, in April, 1652, and at once set about erecting an earthen fort and making a large garden. In 1657, under his direction, the first farmers settled at Rondebosch. He remained commander of the station until May, 1662, and was then transferred to India, where he was appointed commander of the post at Malacca. In October, 1665, he was promoted to be secretary of the council of India, and remained in that office until his death on the 18th of January, 1677. His tombstone has recently been discovered in Batavia. His third son, born in Table Valley, rose to be governor-general of Netherlands India. It is very uncertain whether this is a genuine portrait or not.



**104. Supposed Portrait.**

This was for many years regarded at the Cape as genuine, but is now known not to be so. It is interesting as having been produced from one of the earliest woodcuts made in Cape Town, engraved by Alexander Reid, and published in *The South African Almanac* for 1830.

**105. Signature.**

The signature of Jan van Riebeeck from a document in the Archives.

**106. Instructions to Surgeons.**

*Ordre en instructie voor de Chirurgyens* 1769. Van Riebeeck was a surgeon and similar orders to these must have been carried by him when he arrived at the Cape.

**107. Maria de Quellerie.**

First wife of Jan van Riebeeck. From a portrait in the Picture Gallery at Amsterdam, believed to be genuine. She accompanied her husband to South Africa, bringing with her an infant son. Their eldest son had died. She went with her husband to India, and died at Malacca, where after a time he married again.

**108. Meeting of Van Riebeeck and the Hottentots.**

On Sunday the 7th of April, 1652, van Riebeeck, who had been sent from Holland to form a refreshment station in Table Valley, landed and met the beachranger Hottentots, who were then the only inhabitants of the Cape peninsula. They were among the most degraded members of the Hottentot family, probably having a large amount of Bushman blood in their veins, and were without property of any kind. They lived upon shellfish. It will be observed that the firelock of the time was so clumsy and heavy that a rest was needed before it could be discharged. (From a painting by Charles Bell, S.A. Public Library.)

**109. Plan**

of the Fort of Good Hope, drawn by van Riebeeck for the Directors, 1656. In the Cape Archives.

**110. Plan.** (Ditto.)

## EARLY VISITORS TO THE CAPE.

From the time the Cape became the Tavern of the Seas it has seen many visitors who have left their mark upon the history of the world.

### 1653.

**111. Nienhof Johan.**

Wrote *Brasiliaense Zee en lantreize d. Oost Indien* (contains *Beschryf van Kaap de Goede Hoop*), published in folio, 1682. This portrait is the frontispiece to the book. Nienhof visited the Cape in 1653, 1659, and 1671-2.

**112. Valentyn Francois.**

A minister of the gospel. Visited the Cape 1688, 1695, 1705, and 1714, and published *Beschryving van oud and Nieuw Oost Indien*, in 5 folio vols., 1724-6, with many engravings and the portrait from which this is reproduced.

**113. Captain William Dampier.**

Buccaneer, pirate and circumnavigator. First visited the Cape in 1691.

**114. Lord Nelson.**

Visited the Cape as a young naval officer. He considered the Cape as merely a tavern in the passage to India. In speaking in the House of Lords in 1803 he uttered the above sentiment and said he had himself been there.

**115. Duke of Wellington**

as Lt.-Col. Wellesley stayed at the Cape on his way to India, and lived in a room at the house of Mrs. Berg (afterwards Saul Solomon's printing office) and also at Wynberg.

**116. Marquis of Wellesley**

elder brother of the Iron Duke, stayed at the Cape in 1798 whilst *en route* to India to assume the position of Governor-General.

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### 1656.

**117. First Land Grant.**

The first land grant issued at the Cape was in 1656 in favour of Jacob Cloeten of Cologne in respect of land along the Liesbeeck River. (From the original in the Archives.)

### 1660.

**118. Plan of the Settlement.**

This plan is valuable as showing the exact line of shore of Table Bay at the beginning of the European settlement, and the place where the town was commenced. The stream then called the Fresh river ran through the ground now occupied by the Standard Bank and the General Post Office, and where it entered the bay a jetty was being constructed to facilitate the watering of ships. All the ground between the upper end of the present railway station and the shore of the bay as now seen has since been reclaimed. The first houses built by burghers, marked *S* on the plan, were about on a line with the present Saint George's street, down nearly to Strand street, at the lower end of which the Company had a magazine for storing spars, cordage, etc. The Company's vegetable garden, marked *M*, was spread out far more than in later years, and covered a little more than 21 morgen of ground. There were already three streets named Olifant, Reiger and Heere, running in a line with the present Hout street. The spaces marked *W* were gardens cultivated by burghers. (From the original in the Archives.)

**119. A van der Stel Letter.**

Very few letters exist in the handwriting of Simon van der Stel. This example was written by the Governor in 1685 whilst on his expedition to Namaqualand. Dr. E. E. Mossop states that "van der Stel wrote the letter on the west bank of the Oliphant's River. Just above where the Great Doorn River joins it. The place later became known as Compagnie's Drift and was on Melkboom, just south of Klaver." (A translation of the letter appears in the same frame.)

**120. Camphor Trees, Vergelegen.**

Planted by Willem A. van der Stel.

**121. Camp of Commander Simon van der Stel.**

At the Koperberg in Little Namaqualand, when he visited that district in 1685. From a manuscript volume in the South African Public Library in Cape Town, by a naturalist who accompanied the expedition. The illustration shows the two types of wagon used at the period. The volume is dedicated to the celebrated Nicolaas Witsen.

**122. Table Bay**

with shipping and with a group of Europeans and Hottentots in the foreground. (From Wouter Schouten's *Oost Indische Voyagen*, 1676.)

**123. Frontispiece of a Volume on Botany.**

The volume is a description of foreign plants in the botanical gardens at Amsterdam in 1701, entitled *Rariorum Plantarum*. Its interest to South Africans consists in the plant shown in the centre, being the *Prolea Argentea* or silver tree of the Cape Peninsula.

## ASTRONOMY AT THE CAPE.

**124. Observatory.**

Used by the Reverend Guy Tachard in Table Valley in 1685. The Reverend Guy Tachard was a missionary of the Company of Jesus who accompanied an embassy to Siam sent by Louis XIV of France. On arriving at the Cape the embassy was treated with the utmost courtesy. The missionaries were desirous of making some astronomical observations during their stay, and for this purpose a building in the great garden used to entertain strangers of note was placed at their disposal. It stood on the spot now occupied by the statue of Queen Victoria. There they set up their instruments, and made observations for determining the longitude of Cape Town and the variation of the magnetic needle. In this picture the engraving is in reverse. (From Tachard's *Voyage de Siam*, 1686.

**125. De la Caille's Map**

of the country about the Cape of Good Hope, showing the lines of his triangulation for measuring an arc of the meridian in 1751 to 1753.

**126. Courtyard**

in Strand Street, Cape Town, where the Abbé De la Caille in 1751 fixed the first point of his triangulation. The lines on the wall are above the exact spot where the point was fixed. The building has recently been broken down, and this interesting memorial has disappeared. The measurement of an arc of the meridian by De la Caille was verified by Sir Thomas Maclear, and was found to be surprisingly correct, considering the imperfect instruments then in use.

**127. Memorial Tablet**

on the site of the house occupied by De la Caille.

**128. House in Strand Street**

where De la Caille carried out his observations. Formerly the premises of Messrs Searight & Co. On the roof of this house de la Caille placed his station. The premises were at one time a boarding house, and Captain Cook is reputed to have stayed here.

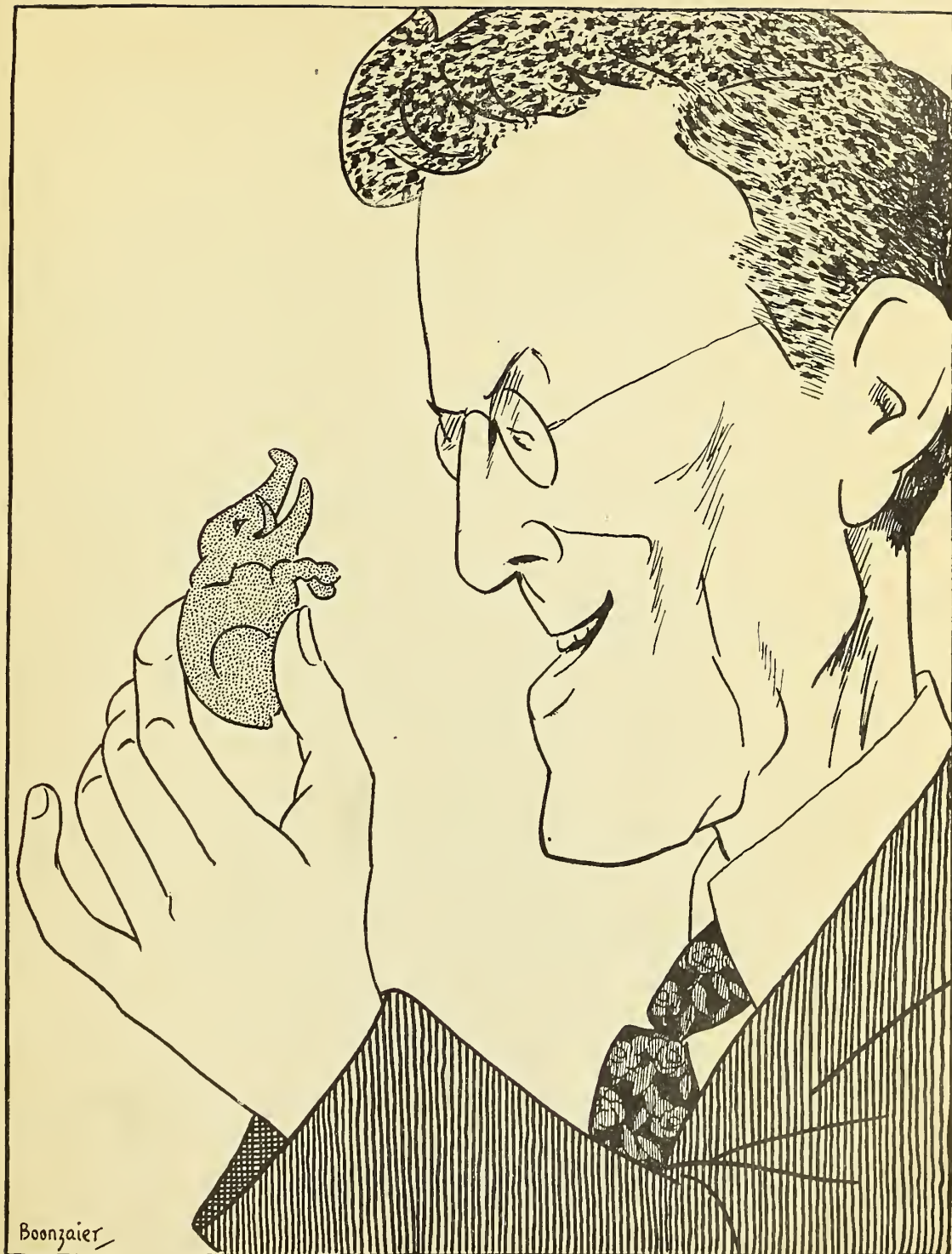
**129. Sir William Herschell.**

Born in Hanover in 1738. Was the discoverer of the planet Uranus, and in 1789 completed the largest telescope in the world. This celebrated astronomer died in 1822, leaving his only son, Sir John Herschell, to continue and add to his fame. (From a photograph in the custody of Miss Ailsie Mann.

**130. Sir John Herschell**

was born in 1792, the only son of the great philosophical astronomer, Sir William Herschell. After a distinguished university career he became in 1820 honorary secretary of the Astronomical Society. Between 1816 and 1833 he re-observed the nebulae and double stars. In 1834 with his wife and family he came to the Cape to survey those portions of the sidereal heavens beyond the reach of his father's and his own instruments. He installed his family and instruments at Feldhausen, Newlands, close to the Observatory. His expedition was carried out at his own expense. From 1834-38 he collected a mass of observations and in 1847 published *Results*, the most important being a catalogue of 1707 nebulae, a list of 2102 double stars, a survey of the Magellan clouds and other valuable material. He devoted much time to the problem of education at the Cape. His contributions to optics were of great importance. He was created a baronet in 1838 and in 1850 Master of the Mint. He was president of the Royal Society and the Astronomical Society, and a member of every philosophical or literary society in Europe. He died on 11th May, 1871, and was buried in Westminster Abbey by the side of Newton.





W. R. M.

**131. Sir Thomas Maclear**

was born in the North of Ireland and in 1811 became the pupil of his maternal uncle, Thomas McGrath, and in due course qualified and in 1816 became house surgeon to the Bedford Infirmary. Always interested in astronomy, he became associated with Captain Smythe, and a small observatory was established at Biggleswade. From 1826-1833 his astronomical studies were unremitting and in 1828 he became a Fellow of the Royal Astronomical Society, and in 1831, of the Royal Society. On 25th July, 1831, the office of astronomer at the Cape became vacant and Mr. Henderson was appointed and resigned in 1833. Thereupon Mr. Maclear was sounded, and accepted the appointment, reaching Table Bay on January 4th, 1834, whilst his great friend, Sir John Herschell, arrived on the 15th idem, and four happy years of mutual intercourse were spent between the families. With a limited staff Maclear, in addition to the ordinary work of the observatory, devoted seven years to the verification of la Caille's *Arc of Meridian*. All comets, double stars and nebulae were observed and details published. In 1860 he received the honour of Knighthood. In addition, Sir Thomas gave much attention to meteorological, magnetic and tidal observations. He took active part in the establishment of lighthouses, and weights and measures, and was a trustee of the South African Museum, and member of the Examining Board. He was an intimate friend of Livingstone and reduced his observations. In 1870 he retired, and in 1876 became totally blind. He kept up his keen interest in scientific matters and in African exploration to the end, died peacefully on July 14th, 1879, and was interred in the observatory grounds. No name was better known or better loved in South Africa than that of Sir Thomas Maclear, whose fame is a lasting one, and will endure on the roll of the great astronomers.

**132. Felthausen.**

This house at Claremont was at one time the residence of the famous astronomer, Sir John Herschell. It has since been destroyed by fire.

**133. Hersehell Monument.**

This is at Claremont and marks the site where his observatory stood.

**134. Von Ludwig's Garden.**

The Baron von Ludwig's botanical gardens were situated in Kloof street, and in this illustration Saasveld House, still standing, is shown. (From a lithograph by Sir J. W. F. Herschell. 1835.)

**135. Royal Observatory.**

Looking westward. (From a lithograph by Bowler in his *Pictorial Album of Cape Town*. 1866.)

**136. Cape of Good Hope.**

**1690.**

Engraving by C. Allard, after Doesburgh, Amsterdam, circa 1690, shewing Dutch shipping at anchor and saluting the fort.

**137. Map of the Cape Colony.**

**1699.**

Engraved from the original in Holland, a copy of which is in the Cape Archives. A valuable map of the van der Stel period, shewing the names of all the farmers.

**138. Cape of Good Hope.**

**1700.**

*Berg am Vorgebeiger der Guten Hoffnung.* An engraving crowded with shipping, and with the gallows a prominent feature on shore. Circa 1700.

**139. Vergelegen.**

**1706.**

The residence of Governor Willem Adriaan van der Stel. From a print in the *Korte Deductie*, 1706. This represents the house and surroundings as pictured by Governor Willem Adriaan van der Stel himself in 1709. The burghers of Stellenbosch gave a different picture of the same property, as will be seen in the next view. The governor carried on farming for his private benefit on an extensive scale, in opposition to the orders of the directors of the East India Company, so when they came to learn that fact, which was unknown to them for more than five years, he was recalled, and dismissed. He then made an attempt to excuse his conduct to the people of Amsterdam in a pamphlet termed the *Korte Deductie*, in which he tried to show that the house at Vergelegen was by no means a grand one, and that its surroundings were extremely wild. Hence the introduction of so many lions in the picture, animals that had been exterminated in that part of the country several years before.

**140. Another View**

of Vergelegen, as pictured by the complaining burgers in 1712. From a plate in the *Contra Deductie*, 1712. The passage through this house was twenty-four metres in length.

**141. Kolbe, Peter,**

**1727.**

sent to the Cape by Baron von Krosink to make astronomical observations. He left the Texel in 1704 and remained at the Cape till 1713. He published the account of his experiences and observations—frequently very unreliable—in a large folio *Caput Bonae Spei, etc.*, Nurenberg, 1719, with numerous fine engravings. This was published in two vols. in Dutch in 1727, also in Folio, in French, in three vols., 8vo, in 1741, and an English Translation by Medley in two vols. appeared in 1731-2.

**142. Table Mountain.**

(From Kolbe's *Beschryving van de Kaap de Goede Hoop*. 1727.)

**143. Spearing Fish.**

Ship in background and a gorgeously attired grandee superintending sundry Hottentots engaged in spearing a weird looking species of a long tailed flounder. (From Kolbe, 1727.)

**144. Tramping out Grain.**

Methods in use in South Africa in the early days.



- 145. Killing Moles**  
by farmers in the olden times.
- 146. Baboons Plundering a Garden.**  
These three engravings are from Kolbe's *Beschryving van de Kaap de Goede Hoop*. 1727.
- 147. Hippopotamus.**  
Supposed to have been sketched at the Liesbeek river. (From an engraving by W. M. Craig, circa 1810.)
- 148. Groot Constantia in 1741.** 1741.  
This picture shows a roof with dormer windows, totally unlike the house of to-day. The illustration is from J. W. Heydt's *Schau-Platz von Afrika*, Folio, 1744, which also has several engravings of the settlement at the Cape. Anyone familiar with the estate of Groot Constantia must feel convinced that Heydt's drawing was made from nature, and by one who was no mean draughtsman, while the topography is excellent. It is to be assumed that the high pitched roof and tall main gable of the present building did not exist in 1741. In the year 1800 Milbert in his book *Voyage Pittoresque*, 2 vols., 1812, shows Groot Constantia practically as it now is. Anton Anreith's pediment on the wine cellar is dated 1791, and as Thibault and Anreith were often associates in large building contracts this date may, with probability, be regarded as the year during which Thibault remodelled the home-  
stead.
- 149. Groot Constantia in 1800.**  
Habitation der Mr. Kloet at Constance. (From Milbert's *Voyage Pittoresque*. 1812.)
- 150. Cabo de Boa Esperanea.** 1742.  
(From a German engraving by G. A. Grundler, 1742, in possession of the Cape Town City Council.)
- 151. Baron van Imhoff.** 1743.  
The Baron van Imhoff was installed as governor-general at Cape Town on the 26th of January, 1743, when on his way from Holland to India. He held office until his death on the 1st of November, 1751. (From an engraving by P. Tange, after P. van Dyk, 1745, in the Fairbridge Collection.)
- 152. Table Mountain**  
and bay in 1748. The ships at anchor are some Dutch Indiamen and the English fleet under Admiral Boscawen. In April, 1748, Admiral Boscawen put into Table Bay with twenty-six men-of-war and transports, when on his way to India with a force intended to restore English power after the occupation of Madras by the French. Great Britain and the Netherlands were then in alliance, and all possible assistance was then given to the English fleet. The troops were landed, and formed a camp just above the Company's garden, where they were drilled for some weeks, as many of them were recruits. (From an original drawing in the Fairbridge Collection.)
- 153. Cape of Good Hope.**  
*Vue du Premonitoir du Bonne Esperance.* Quaint engraving by Riedel, circa 1680. Printed in reverse. The artist has depicted lions Head as an actual crouching lion. These views (of which this is one) were designed as transparencies and were brightly coloured. In effect they constituted an early form of peep show.
- 153a. Swellendam.** 1745.  
The main street, shewing Barry Bros.' old wool store and gateway to the rebuilt D. R. Church. The division of Swellendam was formed in 1745, and was named after the governor, Hendrik Swellengrebel.
- 154. Swellendam.**  
The old Drostdy.
- 155. Stellenbosch.**  
The town in 1757, shewing the D. R. Church. (From an original water colour by an unknown artist.)
- 156. Arsenal.**  
Upstairs room, shewing old guns and carriages.
- 157. Stellenbosch.**  
Looking towards Drostdy.
- 158. Mural Painting.**  
(From *Libertas*, Stellenbosch, representing summer.)
- 159. Stellenbosch.**  
Shewing the Arsenal and the tower of the English Church. Looking towards de Braak. (From a picture by Bowler, 1867.)
- 160. Stellenbosch.**  
In 1835. (From an original drawing by H. W. Piers, in the possession of Mr. W. R. Morrison.)
- 161. Port Elizabeth.**  
From the western bank of the Baakens river, January 1837. (From an original drawing in the same collection.)
- 162. Cap de Bon Esperancee.** 1750.  
Shipping in the foreground saluting. (From Chatelain's *Atlas Historique*, Amsterdam, 1718-20. 7 vols. Vol. 6, plate No. 17.)

- 163. The Parade and Heeregracht. 1763.**  
In the middle distance will be seen the old water furrow and sluice gates, and the whipping post. On the right are the offices of the D. E. I. Co., and on Kloof Nek is the signalman's house. (From the original drawing by J. Rack in the collection of Mr. van Stolk of Rotterdam.)
- 164. Cape of Good Hope.**  
From the east, looking towards Lion's Head and Signal Hill. Shewing the old sally port of the Castle, which may still be seen from Sir Lowry's road, and the place of execution (where D. Mills' mill is to-day). The curious marks on the hillside are quarries.
- 165. Cape of Good Hope.**  
From the west, with shipping in the bay, and shewing the chain of country windmills. (Both engravings by T. K. Schneider are from du Bois' *Vies des Gouverneurs Generaux*. 1763.)
- 166. Greenmarket Square. 1764.**  
Shewing the old Town House. In the foreground is a sedan chair, and to one side a native prisoner is returning from receiving a flogging. (From an original drawing, 1764, by Johannes Rack in the collection of Mr. van Stolk of Rotterdam.)
- 167. Table Bay. 1766.**  
Spirited engraving of considerable topographical value by Canot, after Hirst, with inscription to Henry van Sittart Esq., late governor of Bengal, this view of the Cape of Good Hope, taken at his request, is presented by his obliged friend, W. Hirst. 1766.
- 168. Plan of Cape Town, 1767.**  
(From an original in Holland.)
- 169. Captain James Cook. 1771.**  
This celebrated English navigator was born of humble parents near Whitby, in Yorkshire, in 1727, and raised himself to a high position in his country's service. He took an important part in the capture of Quebec from the French. He was then selected to survey the gulf of Saint Lawrence and the coast of Newfoundland, which duty he performed with such ability that in 1767 he was placed in command of an expedition to the Pacific to observe a transit of Venus and prosecute discovery there. The remainder of his life was passed in exploration. Captain Cook called at Table Bay on his homeward passage on the 15th of March, 1771, and sailed on the 14th of April. He touched again at Table Bay, with the *Resolution* and *Adventure*, on his outward passage in November, 1772, and when returning homeward in March, 1775. He was here also when outward bound on his last voyage with the *Resolution* and *Discovery* in October, 1776. On this occasion he suffered from the attentions of sheep stealers, but his sheep evaded all the vigilance of the fiscal's officers. After much trouble Captain Cook employed some of the "meanest and lowest scoundrels" in the place and recovered all his stolen property, with the exception of two ewes. (This portrait is from an engraving by Holt after Dance, which formed the frontispiece to his *Voyages*. 8 vols. 4to. 1773-84.)
- 170. View of Table Mountain**  
and part of Cape Town. This is from an aquatint by Williams Hodge, R.A., who accompanied the celebrated English navigator, Captain James Cook, on his last voyage of exploration. Captain Cook was killed on the 14th of February, 1779, in a quarrel with the natives of one of the Sandwich islands, but the *Resolution* and *Discovery* continued the voyage, and put into Simon's Bay on the 13th of April, 1780, where they remained till the 9th of May, taking in stores and refreshing the crews. (By Hodges and Kells after Hodges. 1785.)
- 171. The Colonial Bank.**  
In Adderley street in the '50's. This is where Stuttaford's premises now stands. Upon one of the windows, subsequently removed by the late Dr. Fairbridge, the captain and several of the officers of Captain Cook's ship scratched their initials on the occasion of Cook's last voyage. (From a water-colour by G. Duff in the possession of Major Jardine.)
- 172. Van Oudtshoorn's Funeral. 1773.**  
Peter, Baron van Rheede van Oudtshoorn, governor of the Cape, died on his way to the Cape from India on board the *Asia*, on January 23rd, 1773. The corpse was embalmed and taken to the Cape, where the burial took place. This engraving gives an excellent idea of the pomp and ceremony displayed on such occasions. (From a rare engraving by Mouryk. 1773.)
- 173. Saasveld House. Kloof street.**  
At one time the residence of the van Oudtshoorn family, and where the family vault still stands. The front is an excellent example of Thibault's architecture. The building is now a hostel belonging to the Dutch Reformed Church.
- 174. Van Oudtshoorn's Tombstone.**  
This massive and finely carved stone was rescued from destruction some years ago, and is now built in to the Adderley street end to the Dutch Reformed Chambers.
- 175. Official Seal.**  
In silver, belonging to Governor van Oudtshoorn. Twice natural size. (From an original in the possession of William, Baron van Reede van Oudtshoorn of Rosebank.)
- 176. Hatchments**  
of Siegfried Alleman, 1762, Muys, 1754, and Major Fischer, 1795.



**177. Hendrik Adriaan van Rhee-de.**

This gentleman, commonly known as the Lord of Mydrecht, occupies a prominent place in South African History. Possessed of great ability, he was engaged by the Dutch East India Company to rectify abuses in its possessions, and for that purpose a commission was given to him granting him the greatest power possible. He was in Cape Town from the 19th of April to the 16th of July, 1685, and during that time made many very important regulations for the administration of the government, some of which remained in force until the colony came under English rule in 1795. To reward Commander Simon van der Stel, whom he regarded as a most efficient and deserving official, he suspended the order of the directors that no member of the council should own more ground than sufficient for a garden, and granted him in full property the estate Constantia in the Cape Peninsula. (From a line engraving in the National collection of prints, Amsterdam.)

**1773.**

**178. M. van Breda.**

The Hon. M. van Breda, owner of Orangezicht, was a member of the first Legislative Council from 1834-1847. He was born in 1773 and died in 1847. (From an engraving by W. Geller.)

**179. Old Steelyard.**

At Orangezicht, 176—.

**180. The van Breda Homestead.**

Orangezicht.

**181. Specimen of Paper Cutting.**

The lines are cut and the paper is then mounted on a black background. This specimen is inscribed *Hendrikus Leonhardus Aspeling, geboren 1773*, and has a curious figure of Hope at the top of the design.

**182. Silhouette.**

An attractive specimen of the art, being a portrait of Angela Schutte, daughter of Herman Schutte.

**183. Early Penmanship.**

This fine specimen of old penmanship is from an 18th century original in the Archives, and was drawn at the Cape by Jan van Leeuwen.

**184. Table Bay.**

**1777.**

A remarkably realistic rendering of the Bay crowded with shipping in a choppy sea. Between the crowded ships many boats are plying about their business. (From the original watercolour in the Cape Archives. Circa 1777 by H. Kobell, marine draughtsman in the service of the D. E. I. Co.)

**185. Table Bay.**

A spirited engraving by Fokke after Kobell, 1777. A south easter is raging and in the foreground on the Milnerton side groups of natives are watching the passing shipping.

**THIBAUT, ANREITH AND SCHUTTE.**

**1781.**

The late 18th Century may be said to have witnessed the birth of art in South Africa. The credit for this is in great measure due to three names, Thibault, Anreith and Schutte; engineer and architect, sculptor and draughtsman respectively. The three were inseparable enthusiasts who banded together and created work which will endure. Louis Michel Thibault was born in 1750, and arrived at the Cape from Paris in 1781. Four years later he was appointed Lieutenant of Engineers under the D. E. I. Co. In 1793 he assisted the Commissioners of the Court of Justice to appraise all the Company's buildings. During the Batavian regime 1803-6, he was Inspector of Civil and Military buildings. He drew a large number of architectural designs for private houses as well as of government, and he was responsible for the plans of the Drostdys at Tulbagh, Graaff Reinet, etc. He married at the Cape and was buried in the Dutch Reformed cemetery, Somerset road, (now demolished), on November 3rd, 1815. Anton Anreith arrived at the Cape as a soldier in 1777 and for fifteen years worked as a carver and sculptor in the Company's service. Among his works are the lions at the Castle, and those on the gateway of the South African College, the Dutch Reformed Church and Lutheran Church pulpits, and various pediments on different buildings. A few wax models, wrought with a delightful freedom, are in existence. In 1786 Anreith went to Europe, but returned to the Cape and died in 1822. In 1815 death took his closest friend, Thibault, and Anreith designed and carved his tombstone, being so affected by the occurrence that he carved the name Thibault. Herman Schutte, a German from Bremen, after serving an apprenticeship of seven years to an architect, came to Cape Town in the service of the D. E. I. Co., but in 1792 left it and established himself in business as an architect and builder. He was the architect of the present Dutch Reformed Church in Adderley street, and built the Goede Hoop Lodge and other buildings. He died in 1844, aged 86, and was buried with masonic honours.

**186. Lutheran Church.**

Organ gallery with carving by Anreith.

**187. Specification.**

Details of specification for pulpit in the Lutheran Church.

**188. Wax Model**

of lion from the Menagerie Gates.

**189. Wax Model**

of monkey for Menagerie Gates.

190. **Lion Gate**  
of the South African College.
191. **South African College.**  
(From a lithograph by de Meillon, 1832.)
192. **House in Boom Street.**  
Now Commercial street, and destroyed, where Thibault, Anreith and Schutte used to meet.
193. **Garden Seat**  
over a spring, Hope Lodge, designed by Thibault, shewing Hermann Schutte seated.
194. **Another View.**  
Shewing the well over which the seat is built.
195. **The Old Customs' House.**  
(Later the Magistrates' Court), Caledon square, decorated with figures of Neptune and Britannia by Anton Anreith.
196. **Neptune and Britannia.**  
The figures by Anreith on the old Customs House.
197. **Ivory Carving.**  
"Justice," by Anreith.
198. **Pediment**  
of the old Supreme Court. Design by Anton Anreith.
199. **Pediment**  
with Cupid and Vulcan on a house in Greenmarket street, now destroyed. (From the original drawing by Anreith.)
200. **Anreith's Cypher.**  
On a book cover.
201. **Groot Kerk Pulpit.**  
The finely carved pulpit in the Groot Kerk, Adderley street.
202. **Rhenish Church.**  
The pulpit in the Rhenish Church, Stellenbosch.
203. **Lutheran Church.**  
Anreith's pulpit in the Lutheran Church, Strand street.
204. **Pulpit.**  
In the Dutch Reformed Church at George.
205. **Pediments.**  
Typical examples of Anreith's work (excepting No. 1). No. 1, de Klerk House, Commercial street. No. 2, Norfolk House, Roeland street, 1799. No. 3, old D. E. I. Co's. Pakhuis, afterwards Free Dispensary, long street. No. 4, House in Barrack street. No. 5, Loop street. No. 6, wine cellar, Groot Constantia.

## 206. Pierre Andre de Suffren.

1781.

In 1781, Great Britain being at war with the Netherlands and France, an expedition was sent from England to seize the Cape Colony. To oppose it and operate against the British in India, a fleet was dispatched from France under Suffren, with a strong body of troops on board. Commodore George Johnstone was taking in water at Porto Praya, when Suffren sailed in and attacked him by surprise. The French were beaten off, but pressed on all sail for the Cape, which they reached in time to put in a state of defence before the English appeared off the coast. Johnstone satisfied himself by seizing a number of Dutch ships in Saldanha Bay, and then returned to England. Suffren, who in 1781 was only a commodore in rank, subsequently rose to be a Vice Admiral of France. Obverse and reverse of a medal struck in his honour, in the Pretoria Museum.

## 207. Map of Saldanha Bay.

(Drawn by a French engineer shortly after 1670.) In December, 1666, a fleet belonging to the French East India Company put into Table Bay, on its way to the east, with instructions to take possession of the Bay and establish a residency. Despite the protests of the Dutch authorities at the Cape the French caused a survey to be made and landmarks erected. In September, 1670, a second French fleet put in and set up marks, at the same time making several prisoners who were released when the fleet sailed. This was the last act of French aggression against the Dutch in this connection.

## 208. Staaring's Brave Deed.

View of the Cape of Good Hope shewing Danish ship under fire. A ship under Danish colours had anchored in Table Bay. It was suspected that she was an English ship in disguise. Staaring, the Port Captain, proceeded to the ship to examine her. No sooner aboard than he was secured and the vessel prepared to put to sea, but, suspecting trickery, Staaring had made certain arrangements. On a given signal a shore battery opened fire. The Dane threatened Staaring that unless he silenced

the battery he would lash him to the mast to be exposed to the shot. Instead, Staaring repeated his first signal, which brought a second discharge from the battery, whereupon the crew fell upon Staaring, beat him severely and tied him to the mast. None of the shot touched him and the vessel was so shattered that she was obliged to anchor under the battery. (From an engraving by Y. le Gonaz, after N. Ozanne.)

**209. Simonstown from the Bay.**

**1784.**

The original name of the bay was Yselstem, so called from a Dutch East Indiaman which put in during a terrible gale. The first survey was made in 1682, and five years later Governor Simon van der Stel had the bay resurveyed and gave the bay his christian name. The first forts were built by Sluyskens, 1793. From 1741 to date Simonstown and Bay has been a naval base. In 1743 van Imhoff selected the site and a commencement was made with the erection of the large building shewn in the centre of the picture to serve as a hospital and magazine. The other buildings shewn were not erected until after 1760. (From an original watercolour in the Jardine Collection, 1784, by W. Murray on board the *Cornwallis*.)

**210. Simonstown, 1795.**

Shewing Dutch ships of war. (From an engraving in De Jong's *Reizen*, 1802-3.)

**211. Simons Bay.**

Chart of Simons Bay and of the coast to Muizenberg, explanatory of the attack and capture of the enemy's entrenchments and camp at Muizenberg on 7th August, 1795. With inset drawing of the fleet off Muizenberg. (From the original in possession of the Cape Town Corporation.)

**212. Muizenberg and Simonstown.**

Dedicated to Lord Keith, Admiral of the White, Commander-in-chief of the naval force of the expedition which reduced the Colony of the Cape of Good Hope, 16th September, 1795, by R. Reeves. (Aquatint by R. Reeves.)

**213. Simonstown, circa 1854.**

The dockyard and town, with shipping.

**214. Simonstown, circa 1859.**

Shewing a vessel on the slip for overhauling. (Both are from original watercolours by Bowler.)

**215. Simonstown in 1860.**

From a contemporary lithograph shewing Admiralty House and the mail coach arriving from Cape Town.

**216. Vue de la Baie Fals.**

(From an engraving by Schneider in Du Bois' *Lives of the Governors-General*, with key to the numbered buildings.)

**217. Simonstown.**

Shewing Admiralty House. (From a lithograph by Bowler in *The Pictorial Album of Cape Town*, 1866.)

**1785.**

**218. Lieutenant-Colonel Cornelis Jacob van de Graaff.**

Governor from 14th February, 1785, to 24th June, 1791. He was an excellent military officer, but somewhat reckless in his public expenditure. The district of Graaff Reinet was named in honour of van der Graaff and his wife.

**219. Mevrouw van de Graaff.**

(Both are from watercolours in the South African Public Library.)

**220. Graaff Reinet.**

The village of Graaff Reinet was created in 1786. In 1797 Barrow describes the village as an assemblage of mud huts. The illustration is of the first church and is from a drawing by Colonel Gordon, in the Gordon collection at the Hague.

**221. Sale of Angora Rams.**

A scene in Graaff Reinet in 1857. Shewing Spandau's Kop. (From the *Illustrated London News*, 12th September, 1857.)

**222. Graaff Reinet Drostdy.**

Original elevation in watercolour for the Drostdy by Thibault.

**223. The Drostdy.**

(From a vignette in *Burchell's Travels*, 1822-4.)

**224. Graaff Reinet Parsonage.**

(From an original drawing by the missionary, J. Campbell, circa 1819, in the South African Public Library.)

**225. The Same Building.**

At a later date, shewing a reception in honour of the Rev. A. Murray in progress.

**226. Table Bay.**

**1790.**

Vue de Cap de Bonne Esperance. Cape Town and the bay, circa 1790. (From an engraving by F. Dieterich, after S. G. Carnold.)

**227. Johan Isaac Rhenius.**

**1791.**

Acting governor from 24th June, 1791, to 3rd July, 1792. (From a picture in Government House.)



## CURRENCY AND BANKING.

1792.

Paper currency was first circulated in 1782, and in 1792 the first bank—The Lombard Bank—was established. In the late twenties the paper currency came to an end. From 1836 private, as distinct from government, banks were started and from that date the banking history of South Africa had been one of steady progression.

**228. D.E.I. Co. Coins.**

Obverse and reverse of 1 gulden, 1780, and 10 stuivers, 1791, of the D.E.I. Co., and bearing the monogram of the Company. These coins were in circulation at the Cape.

**229. Rix Dollar Notes.**

Owing to the scarcity of coin, paper currency circulated at the Cape from 1782 to about 1825. and during that period there were large issues. The illustrations shew various types of notes dated from 1804-1824, together with photographs of the original dies for the 1808-1810 issues and of the circular cachets without which no note could enjoy circulation.

**230. Bank of South Africa.**

2 skilling note, 18—.

**231. Cape of Good Hope Bank.**

5s. note (Ebdon & Co.), 182—.

**232. Barry & Nephews.**

£5 note issued at Swellendam, 185—.

**233. South African Republic.**

£5 "greenback," issued 1871, signed by the State President, Treasurer, and Member of the Volksraad.

**234. South African Republic.**

After the fall of Pretoria. £5 note issued and printed at Pilgrim's Rest.

**235. The Union Bank.**

In the fifties. St. George's street. (From an original water colour by G. Duff.)

**236. The South African and Colonial Bank.**

Corner of Wale street. Rhodes building now stands on the site. (From a watercolour by G. Duff, circa 185—.)

**237. Hamilton Ross's Premises.**

This stood partly on the sites now occupied by Cleghorn & Harris and Kodak Ltd. Mr. Hamilton Ross was the founder of the oldest commercial firm in Cape Town. He was a close friend of the Duke of Wellington when the latter was at the Cape as Lt.-Colonel Wellesley. (From a watercolour by G. Duff, circa 185—.)

**238. R. M. Ross & Co.'s Premises.**

Strand street.

**239. Deane & Johnson, Merchants.**

Heeregracht. (From a watercolour by G. Duff.)

**240. The Cape Commercial Bank.**

In St. George's street. (From an original watercolour by G. Duff, circa 1850-60.)

**241. First Standard Bank Premises.**

Founded at Port Elizabeth in 1862. The Standard Bank first absorbed the Port Elizabeth Commercial Bank, and then followed the Colesberg and British Kaffrarian banks. In 1863 a branch was formed at Cape Town and the Beaufort West Bank was absorbed. In later years the Albert Bank (Burghersdorp), Fort Beaufort and Victoria Bank, Caledon, Malmesbury and Swellendam banks were taken in. In 1877 came the fusion with the London and South African Bank. In 1890 the Wellington Bank was absorbed. The first offices in Cape Town were in the premises of Messrs Cairncross in Adderley street, and in 1870 the premises were purchased by the bank. In 1883 the present site was purchased.

## MISSIONS.

1792.

**242. Lena and the New Testament.**

After the return to Europe of George Schmit in 1744 the Moravian Society frequently requested the Directors of the Dutch East India Company to permit them to send missionaries to the Hottentots, and in 1791 their desire was acceded to. In consequence, in November, 1792, three missionaries, Heinrich Marsveld, Daniel Schwinn and Johan Christiaan Keuhnel, arrived at the Cape. After looking about for a suitable site for a station, they selected Baviaans Kloof, where George Schmit had laboured, and the Cape Government granted them the use of as much land as they might require. They found here an aged Hottentot woman, named Lena, who had been baptized by Schmit, and who delivered to them a Dutch New Testament which he had presented to her. (From a lithograph at the Genadendal Mission.)

**243. Genadendal.**

The mission of the United Brethren to the Hottentots was first begun by George Schmit in 1737. In 1796 permission was given to erect the church. (From a watercolour by Colonel Gordon, 1802.)

**244. Genadendal.**

(From a lithograph by D. W. Suhl, 1854.)

- 245. Genadendal Church.**  
(From an early woodcut.)
- 246. Genadendal.**  
Interior of the church from Latrobe's *Journal of a Visit*, 1818.
- 247. David Livingstone.**  
An interesting portrait taken whilst the famous explorer was in Cape Town.
- 248. Rev. W. Shaw.**  
Came to South Africa with the 1820 settlers, and was a prominent Wesleyan missionary in South Africa. (From the portrait in *Memoir of Rev. W. Shaw*, 1874.)
- 249. Mamre Mission Station.**  
The Earl of Caledon (governor) so impressed by the good work done by the Moravian missionaries, offered them the government farm "Kleine Post" and a tract of land known as Cruywagen's Kraal, in the Groene Kloof, to found a mission station. In March, 1808, it was commenced, but, although good work was done there, it never attained the importance of Genadendal. (From an original watercolour by de Meillon.)
- 250. Another View.**  
(From an etching in Backhouse's *Narrative of a Visit*, 1844.)
- 251. Another View**  
from the north-west, shewing the sheep kraal. (From a litho. by D. W. Suhl, 1856.)
- 252. Beerseba.**  
A station of the French Missionary Society. Founded in 1835 on the right bank of the Caledon. In 1858 Beerseba was incorporated in the O.F.S., but 6000 acres were reserved for the society. In 1862 the ground was sold and the mission ended.
- 253. Thaba Bosigo.**  
A station of the French Missionary Society.
- 254. Bethany.**  
Berlin Mission Station, founded December, 1835, on the Riet river (present O.F.S.). The station is still in existence.
- 255. Philoppolis.**  
A station of the London Missionary Society. Was named after Dr. Philip, who induced Adam Kok II. to settle there in 1826, when the mission was founded. In 1861 Adam Kok III. sold his territory to the O.F.S. and moved to another district. Philoppolis then became the seat of the landdrost.
- 256. Tha-Banchu.**  
A station of the Wesleyan Missionary Society in the Bechuana district. Founded circa 1833. In 1884 the territory was annexed by the Free State and the district named Moroka. (The above are from etchings in Backhouse's *Narrative of a Visit*, 1844.)
- 257. Mission Station.**  
Nesbitt's Baths. A Wesleyan mission station in the sixties.
- 258. The Rev. J. Campbell.**  
This quaint portrait of a celebrated missionary and traveller is from the 1805 edition of his *Travels in South Africa*.
- 259. Mission Illustrations.**  
Moors praying for a shipwreck.  
Moors hawking. (Note the size of the hawk.)  
Bombardment of Algiers.  
Method of packing slaves on a slaver (from which illustration the packers undoubtedly learned the art of packing sardines).  
Selling slaves.  
Merchants bargaining for ivory and elephant catching—a delightful picture with optimistic natives using lassos and clubs.  
(From the Rev. I. Taylor's *Scenes in Africa*, 1821.)
- 260. Rev. C. J. Latrobe.**  
A well known missionary of the United Brethren (Moravians) who visited South Africa 1815-6 and published his *Journal of a Visit* in 1818. (From a mezzotint by S. Bellin, after T. Barber, in the collection of Mr. J. G. Gubbins.)
- 261. The Rev. J. J. Kircherer.**  
Missionary of the London Missionary Society. Arrived in 1799. Tried to establish a mission among the Bushmen on the Zak river. (From a lithograph shewing him with Maria and other converts.)
- 262. Jan Tzatzoe.**  
A petty Amatinde chief, who was a protege of Dr. Philip who located him at Kat river. He gave evidence before the Select Committee on Aborigines, and in this engraving from Armistead's *Tribute to the Negro*, 1848, is seen with the Revs. J. Philip and J. Read and A. Stoffels.

**263. David Livingstone.**

The Rev. D. Livingstone, the greatest of modern travellers, was at one time a missionary in Bechuanaland. His desire to open up the dark continent to missionary effort caused him to make the long and difficult journeys to the interior. He was the first European to cross the continent from Angola to the Indian shore, and during this journey he discovered and named the Victoria Falls on the Zambesi. He died in Central Africa and his body was borne by faithful attendants to the coast and eventually found a resting place among Britain's illustrious dead in Westminster Abbey. (From the steel engraving in Livingstone's *Last Journals*, 1874.)

**264. Mary Moffat Livingstone.**

Wife of David Livingstone and daughter of the celebrated missionary, the Rev. Robert Moffat.

**265. Moffat Preaching to the Bechuana.**

(From a lithograph by C. Bell.)

**266. Kuruman Mission Station.**

(From a lithograph in Arbousset and Daumas's *Relation d'un Voyage*, 1842.)

**267. Table Bay in 1794.**

**1794.**

Dedicated to the members of the D.E.I. Co. by F. Jukes after Callendar.

**268. Cape Town and Highlands.**

Dedicated to William Prince of Orange, by F. Jukes after Callendar. This attractive pair of oval aquatints (1794-5) are among the rarest of South African engravings, and whilst they are not of particular topographical importance they possess an unusual artistic charm.

**EARLY PRINTING.**

**269. Earliest South African Printing. 1796.**

Title page of *Almanack voor het jaar 1796 gedrukt by J. C. Ritter aan Caap de Goede Hoep*, 1795, and 1 pp. of calendar. Cape Town was the earliest printing centre in the southern hemisphere. This almanac fragment is all that remains of the earliest printing. Indeed of the cradle period to 1803 a few official notices and the *Government Gazette* which commenced in 1800, a religious pamphlet, 1801, now in Kimberley, and *De Maan*, 1802 (S.A. Library), are all that exist to-day.

**270. Title in English and Dutch**

of the *African Court Calendar*, G. Ross, 1807. The first almanacks were for 1795-6. No copies are known for 1801. A single copy exists for 1802 in Kimberley Library. References occur to almanacks for 1801-2-3, but with the above exception no copies exist. In 1805-6 the publication was known as *List van alle de coll.*, and from 1807 in some form or another the almanac and directory has persisted to the present day without a gap.

**271. Ordonnantie der Buiten Distrikten.**

Printed at Cape Town, 1805.

**272. Title and Pages**

in French and Dutch of a New Testament, 1672.

**273. New Year's Card.**

Addressed to his parents by Pieter van Laar in 1741. There are several other fine examples of these early greetings in the Archives.

**274. Saul Solomon.**

Of small stature but indomitable courage, Saul Solomon was a notable Parliamentarian and fought stoutly for the "voluntary principle." He was head of the well known firm of printers, Saul Solomon & Co. (From a painting by Schroder.)

**275. Steam Printing Works.**

Situated in Longmarket street next to thatched tavern, shewing Anton Anreith's figures. Circa 1870.

**276. St. George's Street.**

Shewing Saul Solomon's printing works on the right. Circa 187—.

**277. Specimen of Printing.**

*Afrikansche Bond*. (Lithograph in gold and colours, printed by S. Solomon.)

**278. South African Bookplates.**

A bookplate (*ex libris*) is the visible sign of ownership in a book. Bookplates have been used since mediaeval times, and many are beautiful in design and usually appropriate. In South Africa there have not been many great collectors and bookplates are rare. The following interesting specimens are from the Jardine Collection, which contains the greatest number of South African plates known:—Lord Macartney, Dr. James Barry, D. J. Cloete, C. J. Rhodes, D. C. F. Moodie, L. Peringuey, W. Jardine, J. J. Graham, E. Oppenheimer, C. F. von Ludwig, C. G. Smith, James Bain, C. A. Fairbridge, J. Barry, F. Englenburg, Rudyard Kipling, W. Hely Hutchinson, J. de Wet, S. Mendelssohn, and W. H. Parkhurst, the Rev. A. Dreyer, are all illustrated.





SWELLENDAM.



TABLE BAY (*by Huggins*).

**279. George, Earl Macartney.****1797.**

Lord Macartney was the first English governor of the Cape Colony, Major-General Craig having only acted as such from the surrender of the Dutch administration in September, 1795, until his arrival and installation on the 5th of May, 1797. He was a very able and strictly honest man, but was somewhat stern with those who differed from him in politics. Being advanced in years and in ill-health, after he had regulated all the departments and got everything in good working order, he left Cape Town on the 20th of November, 1798, to return to England, where he died on the 31st of March, 1806. (From a mezzotint by H. Hudson, after M. Brown.)

**280. Lady Anne Barnard.**

Lady Anne was the wife of Mr. Andrew Barnard, colonial secretary at the Cape of Good Hope from 1797 to 1803. More than anyone else she strove to cultivate a friendly feeling between the Dutch and English inhabitants of Cape Town and its neighbourhood, and in this she was eminently successful. Her letters from the Cape to the hon. Henry Dundas, secretary of state for the colonies, published first in *The Lives of the Lindsays*, 3 vols., 1858, pp. 369-476, and recently in a separate volume, written in a charming style, are still full of interest to South Africans. But she will always be best remembered as the authoress of that well-known ballad "Auld Robin Gray," which possibly owes its pathos to her own experience. She did not accompany her husband to South Africa on his return in 1807, but was preparing to rejoin him when tidings reached her of his death. (From a miniature by R. Cosway.)

**281. Andrew Barnard.**

In September, 1795, the Cape Colony was conquered by a British army, and thereafter General Craig carried on the government until permanent arrangements could be made in England. Lord Macartney was then appointed governor, and with him subordinate officials were sent out as heads of the chief administrative departments. Mr. (afterwards Sir John) Barrow, whose volumes on South Africa are standard works to the present day, accompanied Lord Macartney as his private secretary, but after a time became auditor-general. Mr. Andrew Barnard was appointed colonial secretary, and arrived with the Governor in 1797. He remained in that capacity until the colony was restored to its earlier owners in 1803, when he returned to England. Three years later the British flag was again flying over the castle of Good Hope, and in May, 1807, Mr. Barnard arrived once more in Cape Town as colonial secretary. In October of the same year he died. He was an excellent official, but is best known as the husband of Lady Anne. (From a mezzotint by C. Turner, after Lawrence, in the Fairbridge Collection.)

**282. Andrew Barnard's Tombstone.**

Formerly in the Somerset road cemetery and moved to Maitland when the old cemetery was deconsecrated.

**283. Plettenburg Bay.****1797.**

Plan drawn by Lt. W. M. Riee, 1797, with insets of Cape Seal.

**284. Beacon Stone.**

This stone dated 1778 was erected by the Governor van Plettenburg. (From a drawing by C. Egersdorfer in the *Cape Illustrated Magazine*, May 24th, 1884.)

**285. The Stone To-day.**

Shewing the railings erected round it for its preservation.

**286. Chart of Mossel Bay.**

With small engraving shewing the grain magazine and a few houses in 1797. (From an engraved plan by Lt. W. M. Riee, R.N.) The first bay on the south coast to be visited by Europeans. Diaz landed here in 1487 and named it Angra dos Vaqueiros. The next visitor was Vasco da Gama in 1497 and he changed the name to Agoada de Sao Bras. On this shore the first Christian place of worship south of the Zambesi was built by Joao da Nova in 1501. In 1601 the Dutch Commodore P. van Caerden touched here and called it Mossel Baai. The roadstead is open, but is regarded as safe.

**287. An Early View.**

Map shewing earliest view of Mossel Bay. Issued in connection with the first voyage of Cornelis Houtman. The four vessels in Agoada de St. Bras (Mossel Bay) were there from 4th to 11th August, 1595. (From *Begin ende Voortgang*.)

**288. Robben Island.****1798.**

Before the close of the 17th century, Robben Island was used as a penal settlement. Its name originated from the number of "Robben" or seals found there. In 1656 on the island were sheep, jackrabbits, and horseradish—a curious mixture. The convicts were employed in hewing and preparing the bluestone for use in Cape Town, and in burning shells for lime. The records contain many references to malefactors deported there and to Robben Island came political prisoners of note. Princes and chiefs came from the Indies, and in 1772 the King of Madura was confined there. The penal settlement was abolished in 1848, but the mental hospital was not abolished until comparatively recently. (From a plan drawn in 1798 by Lieut. W. M. Riee, R.N.) The following is a typical extract from the Archives:—"Batavia, 17th December, 1657. The *Malacca* takes a female slave named Maria of Bengal sentenced, on account of her thieving propensities, to exile on Robben Island during the term of her natural life."

**289. The Grand Parade.**

This is very similar to the engraving subsequently published in Maria Graham's *Journal*. It shews the fountain with Anreith's sculptures and the parade laid out with walks with trees and shrubs. In the background may be seen the castle gates and in the foreground the water furrows of the Heeregracht (now Adderley street). (From the original watercolour by Thibault in possession of J. G. Gubbins.)



**290. The Hurling Swaai (Sway) Pump.**

Coblentz house, Prince street. Lion's head by Anton Anreith. Still in existence. The water was drawn by slaves by swaying the long handle, whilst F. Hurling lived here in 1810, hence the name.

**291. Platteklip Mill Stream.**

Passing Hope Mill, thence the stream ran along Queen Victoria street, down Wale street and Adderley street. (From a drawing by H. W. Piers. Circa 184—.)

**292. Onverwacht (Wellington).**

**1799.**

As it was in the early 19th century. The homestead was built in 1799. (From a reconstruction by J. J. Greef, M.I.A.)

**293. Sir George Yonge.**

**1799.**

Became governor on 10th December, 1799. He allowed himself to be guided by a dishonest favourite, and his administration was so corrupt that he became greatly disliked by all classes of the inhabitants. Complaints of his conduct reached England, and were so well supported that he was recalled in disgrace, and on the 20th of April, 1801, he was obliged to lay down his office. A commission was appointed to inquire into his management of affairs, and a mass of evidence of a scandalous nature was collected, though it could not be proved that he had personally received bribes or had benefited pecuniarily by fraudulent actions which he permitted in others. He died at Hampton Court, at the age of eighty-one, on the 25th of September, 1812. (From a mezzotint by C. Scott, after M. Brown, 1790.)

**294. The First Theatre, Cape Town.**

**1799.**

The idea of a theatre seems first to have emanated from the governor, Sir George Yonge. The idea was that it should be built by subscription, and that the interior should consist entirely of boxes, which were to be subscribed for, and thus the theatre was to be an entertainment which could only be enjoyed by the well-to-do. It owed its inception to the successful performance of a play given in the military hospital, and accordingly subscriptions were raised, chiefly among British officers, and the theatre was erected in 1799. Endeavours were made to enlist the services of the ladies as actresses, but Lady Anne Barnard by flatly refusing to enter into the scheme, threw cold water on this attempt, and so, with the exception of an occasional actress passing to or from India, the acting of both male and female roles had to be undertaken by men, chiefly subalterns in the army. The old theatre, in the cellars of which wine was stored, and merchandise bought and sold, is to-day St. Stephen's Mission Church, and stands on Hottentot Square, formerly known as Boeren Plain. (From a lithograph by de Meillon in the *Cape of Good Hope Almanac*, 1832.)

**295. Playbills**

of the African Theatre, 25th July and 8th August, 1807. (From the *Cape Court Calendar*, 1808.)

**296. Advertisement**

of the Dutch Society of Amateurs announcing the performance of "The Papagay." (From the *Cape Town Gazette*, 26th February, 1803.)

**297. Theatre Royal, Burg Street.**

This theatre was opened by Capt. Disney Roebuck in 1876 with the "Octoroon." The theatre was burned down in 1888.

**298. Capt. Disney Roebuck.**

An actor who did much for the stage in South Africa, for after his coming theatrical enterprise began to move. With his wife he played at the Bijou Theatre, Plein street, and afterwards opened the Theatre Royal. He was a man of engaging personality and was highly popular. He died in 1885. (Both illustrations are from the *Cape Illustrated News*.)

**299. Exterior of Theatre Royal.**

Burg street, shewing the exterior of the Theatre Royal on the site of the present fire station. The building is immediately above the cannon. Circa 1874.

**300. Cape Town's First Newspaper.**

**1800.**

The first number of the *Cape Town Gazette and African Advertiser*, published in Cape Town on the 16th of August, 1800. In the Government Archives is a petition from H. H. Smith to Governor Sir George Yonge, dated 21st April, 1800, to be allowed to land a printing press and type. The petitioner's prayer was granted, and the petition endorsed that it was to be used for Government publications only. This was the first legitimate South African printing press, and its importation was shortly followed by its active employment, for on 1st August, 1800, a circular in Dutch and English, was issued announcing the publication of a *Kaapsche Stads Courant*. This journal appeared on the 16th of the same month and, with various alterations in title and form, has appeared continuously ever since.

**301. Clara-Anna-Fontein.**

A Durbanville homestead as it was in 1800. Destroyed by fire about 20 years ago. Restoration by C. S. Cruickshank, Cape Town.

**302. Government House, circa 1800.**

From a restoration by W. F. Lean, R.I.B.A.

**303. Table Bay, 1800.**

With shipping shewing the *Arniston* (East Indiaman), *Rattlesnake* (sloop), etc. (From an engraving by S. Rawle, after C. Thomas of the *Ceres*, 1800.)



## HOTELS, INNS, ETC.

### 304. London Hotel.

Greenmarket square, circa 1800. Restoration by R. E. de Smidt.

### 305. Farmer Peck's Inn.

This inn was established by Simon and John Peck about 1825, with the sign of "The Gentle Shepherd of Salisbury Plain," and the lines :—

"Multum in parvo! Pro bono publico!  
Entertainment for man and beast, all of a row;  
Lekker kost as much as you please,  
Excellent beds without any fleas.  
Nos patriam fugiamus! Now we are here  
Vivamus, let us live by selling beer,  
On dorme à boire et à manger ici,  
Come on and try it whoever you may be."

On another board appeared the following :—

"Life's but a journey,  
Let us live well on the Road,  
Says the Gentle Shepherd,  
The Gentle Shepherd of Salisbury Plain."

The inn lasted under this name until the nineties. Tradition has it that the sign was painted by a midshipman on the station, who was subsequently Admiral Keppel.

### 306. The Masonic Hotel.

On the site now occupied by the Tivoli.

### 307. St. George's Hotel.

Circa 1900.

### 308. Drostdy Hotel, Graaff Reinet.

Circa 1880.

### 309. Old Inn, Driekoppen.

At Rondebosch, now Mowbray. (Wood engraving by Cormfield, circa 183—.)

### 310. Massey's Inn, Kariega.

Circa 1860.

### 311. Queen's Hotel, Sea Point.

Circa 1870.

### 312. An Early Pamphlet.

1801.

A treasure in possession of the Kimberley Library. A bibliographical rarity of great importance, being the only known copy of *Troostelyk gesprek tusschen den Heere Jesus en de Moedeloose Ziel*, printed in Cape Town in 1801 and, apart from government notices and almanacs, the earliest known South African printing.

### 313. Bellevue.

1803.

The house Bellevue is still standing and is now St. John's hostel for boys. In early times it was the property of a family named Smuts, from whom it passed into the possession of the Baron de Lorentz, who after 1834 was police magistrate in Cape Town. The garden attached to this house was at that time famous for the variety of its plants. (From an aquatint in Daniell's *African Scenery*. Folio. 1804-5.)

### 314. Another View of Bellevue.

(From a watercolour by Mr. Davis, a director of the English East India Co., who visited the Cape, circa 1790.)

### 315. Cape of Good Hope.

1803.

An interesting aquatint from a drawing taken on board the *Henry Addington*, by John Wood Deane, of the Cape previous to its being given up to the Dutch in February, 1803. With the names of the ships, English and Dutch. (By Bisby, after Deane.) An exceedingly rare print in possession of the Cape Town Corporation.

### 316. Jacob Abraham de Mist.

By the treaty of Amiens the Cape Colony was to be restored by Great Britain to the Batavian Republic, as the United Netherlands were then called. Accordingly a gentleman of high character was appointed by the Dutch government to receive the colony from the British authorities, to instal the new officials, and to make such regulations as were necessary. This gentleman was Mr. J. A. de Mist, who had the title of Commissioner-General of the Cape Colony, representing the government of the Batavian Republic. On the 21st of February, 1803, General Dundas, the acting British governor, transferred the administration to him, and he remained in South Africa, carrying out his duties, until the 25th of September, 1804. Before this time the colony was divided into four districts only: the Cape, Stellenbosch, Swellendam, and Graaff-Reinet; he increased the number to six by forming the new districts of Uitenhage and Tulbagh. The first was named after him by General Janssens, Uitenhage being one of his family titles. (From a line engraving, a copy of which is in the State Collection at Amsterdam.)

**317. Julie Auguste Phillipe de Mist,**  
daughter of Commissioner General de Mist, was born in 1783 and died in 1832. She accompanied her father's expedition which left Cape Town on 9th October, 1803, and toured the colony, returning on 23rd March, 1804. (From a lithograph in the possession of Rev. A. Dreyer.)

**318. View of Pikenierskloof.**  
In 1803, with the travelling party accompanying Commissioner-General de Mist on his tour through the Cape Colony.

**319. Algoa Bay.**  
The same party at Algoa Bay. (Both are from engravings in Lichtenstein's *Travels in Southern Africa*, 1812.)

#### FREEMASONRY IN SOUTH AFRICA.

**320. Interior View of the Lodge de Goede Hoop.**  
The constitution dates from 1st November, 1772. In 1801 the building was commenced by Thibault and H. Schutte, and it was dedicated on 7th July, 1803, by Commissioner-General de Mist, Deputy Grand Master National—East of the Netherlands. The ceiling was designed by Anton Anreith. The building was destroyed by fire on 21st February, 1892, and rebuilt in the same form. (From the original plans by Thibault in possession of the Lodge de Goede Hoop.)

**321. Before the Fire.**  
Interior of the lodge before the fire.

**322. After the Fire.**  
Two views of the ruins after the fire.

**323. First Transvaal Lodge.**  
Petition for warrant for the first lodge in the Transvaal, 1884.

**324. Governor Janssens.**  
Lieut.-Gen. Jan Willem Janssens was a man of high moral worth, of a kindly and tactful disposition. When the British were to hand over the Cape to the Batavian Republic, in 1803, he left Holland for the Cape to take over the military command, while Commissary J. A. de Mist took charge of the civil establishment. At the outset, Gen. Janssens had to suffer a humiliation, for owing to the receipt of an unforeseen despatch, the handing over of the Cape was delayed by the British general for over two months. Some of the Batavian troops had already been placed in possession of the fortifications, and only the last stage of the evacuation of the British remained when a despatch arrived ordering the British commander to retain possession of the fortifications pending further instructions. The burghers at the Cape were highly indignant, for the change of control was popular. The more fiery were anxious that Janssens should seize the remaining fortifications, and retain those he had already, by force. But the vast superiority of the British made it imprudent to take so drastic a step. The Batavian troops were accordingly placed under canvas at Rondebosch on a plain which to this day bears the name of the Camp Ground. General Janssens accompanied them. It was not until the 20th of February, 1803, that the Cape was finally handed over to the Batavian Republic, and on March 1st of that year the General was installed as governor at the Cape. During the first year of his administration many reforms were instituted. In 1806, when the outbreak of war once again brought the British forces into conflict with the owners of the Cape, General Janssens' strength was quite inadequate to withstand the attack of the British at Blaauwberg. In addition, the sympathies of some of his men were in favour of the British, while the lack of courage displayed by the troops from the very commencement gave an indication of the inevitable result of the battle. As soon as firing commenced, a large proportion of the army took to their heels, and Gen. Janssens had to make a humiliating surrender. This was not the last time that he had the ill-fortune to have to surrender his command to the enemy. In 1811 he was once again forced to surrender at Java, by the treaty of Salatiga, to the British. (From a lithograph by L. A. Vincent, after D. W. Pienerman, in the Fairbridge Collection.)

**325. Dr. Henry Lichtenstein.**  
Author of *Travels in Southern Africa in the Years 1803-1806*. From the frontispiece to the English edition of his work published in 1812. Dr. Lichtenstein came to South Africa in 1803 as tutor to a son of the governor, General Janssens. He was a German by birth, but soon acquired a knowledge of Dutch as spoken in the colony. He accompanied the Commissioner-General de Mist on his tour to the eastern frontier, and afterwards travelled northward into Bechuanaland. He was acting as surgeon of the corps when, in January, 1806, the colony was surrendered to the British forces. His volumes give a most accurate description of the country at the time.

**326. Meeting of General Janssens and Gaika.**  
A few weeks after General Janssens assumed the government of the Cape Colony he left Cape Town to make a tour through the country, and on the 24th of June, 1803, he had a conference with Xosa chief Gaika at the Kat river. Gaika, who was at the time the most powerful chief west of the Kei, was at variance with his uncle Ndalambe, the head of the Kafirs in the Zuurveld, and the governor wanted to effect a reconciliation between them, in order that Ndalambe might return to Kafirland. He was unable to bring this about, but he made an agreement of friendship with Gaika, in which the Fish river was declared to be the boundary between the colony and the Kafir country. (From an aquatint in colours by Portman, after Howen and Smies. Published as *Vues d'Afrique Meridionale*, to accompany Alberti's description, 1811.)



1804.

327. **The Dutch Camp on the Liesbeek River.**

In 1804. Owing to sickness among the troops in Cape Town, Lieut.-General Janssens moved them to a camp which covered a very large extent of ground in what is now the villages of Rondebosch, Rosebank, and Mowbray, in order that they might have the benefit of as much open air as possible. The Cape peninsula was very thinly populated at this time, though, as can be seen, Rondebosch had some pretensions as a village.

328. **The Dutch Camp at Wynberg.**

1805.

This is the camp of the Batavian forces. The burgher cavalry are marked *F*. Beyond their camp is that of the Javanese Light Artillery, *G*. The Mounted Artillery camp is marked *H*, and the Field Artillery, *I*. The camp of the battalion of Jagers is marked *K*, Waldeck *L*, 22nd Infantry Regiment *M*, Hottentot Regiment *N*, and Light Dragoons *O*. (From original watercolours now in the Koopmans de Wet Museum.)

329. **Boers Returning from Hunting.**

(From an aquatint in Daniell's *African Scenery and Animals*, 1804-5.)

330. **Table Mountain, 1804.**

Shewing upper part of the valley with the properties of various individuals. (From a drawing in the Hofmeyr Collection.)

331. **Key to Above.**

Shewing properties in the Gardens area as they are to-day.

332. **View of Cape Town**

from above Orangezicht, shewing shipping in the bay. The place of execution is prominent and the French lines are shewn. (From a drawing formerly in the Hofmeyr Collection and now in the Koopmans de Wet Museum.)

333. **Tulbagh Drostdy.**

In July, 1804, a portion of the Stellenbosch district was formed into a new district named Tulbagh after the governor of that name. The farm Rietvlei was selected as the seat of magistracy, and a building was erected to serve as court house, office, and landdrost's residence. This building, the "Oude Drostdy," was the last official house commenced by the Dutch in South Africa and finished by the British. It was in official use until 1823. After years of neglect it is now the home of Lady Meiring Beck. (From a vignette in Burchell, 1822-4.)

334. **Dutch Reformed Church.**

This shews the old church as it was in 1902. The building was rescued from decay by the exertions of Lady Meiring Beck, and was restored by Mr. F. M. Glennie. It is now an admirably arranged Volks Museum.

335. **Tulbagh Street Scene.**

(From a vignette in Burchell's *Travels*, 1822-4.)

336. **The Bath-house at Caledon.**

This building was erected in 1797 for the purpose of providing accommodation for persons visiting the hot baths at the Zwarteberg, now Caledon, which from very early times were known to be efficacious in curing rheumatic complaints. A doctor of medicine had obtained a lease of the ground from the Government and put up the building as a speculation. This is a view of its front or southern side. The water, where it issues from the ground, has a temperature of 118 degrees Fahrenheit or 47.77 of the centigrade thermometer, but there are cold springs close by.

337. **Cape Town.**

1804.

Plan shewing the fortifications from the Castle to Fort Knokke. (From a copy of the Dutch original in the Archives.)

338. **Madame Grand, Countess de Talleyrand.**

Noel Werlee, the daughter of a Frenchman in the service of the Danish E.I. Co., a renowned beauty, married G. F. Grand, who subsequently divorced his wife, and was made a Councillor Extraordinary at the Cape. Meanwhile his former wife was to become a shining light at Napoleon's Court and eventually married the Prince de Talleyrand, dying in 1835. (From the picture by Vigée le Brun.)

339. **Major-General Sir David Baird.**

1806.

In 1805 the British Government, being then at war with France and the Batavian Republic, resolved to take possession of the Cape Colony as the turning point commanding the ocean road to India. A strong military force was got ready for the purpose, and was placed under command of Major-General Sir David Baird, who landed on the 6th and 7th of January, 1806, on the coast opposite Robben Island. On the 8th he defeated the Dutch forces under General Janssens on the plain below Blaauwberg, and on the 10th obtained possession of Cape Town by capitulation. On the 18th the whole colony was surrendered, and General Baird became acting governor, which position he held until the 17th of January, 1807.

340. **A Younger Portrait.**

(From an oval stipple in Government House by A. Carden.)

341. **Proclamation**

by Sir David Baird, from the *Government Gazette*, 30th October, 1806, regarding the sale of slaves in Cape Town from a Portuguese ship in the bay. Slavery was abolished in 1834.



**342. Commodore Sir Home Popham.**

In 1805 Commodore Sir Home Popham was selected by the British government to command a powerful fleet that was to convey an army for the conquest of the Cape Colony. On the 4th of January, 1806, this fleet cast anchor between Robben Island and the Blaauwberg shore, and the commodore and sailors took part in the operations that ended in the surrender of the colony to Great Britain. In April, 1806, Sir Home Popham left South Africa with the whole of his fleet to seize the Spanish settlements on the river La Plata, but he had no instructions from Britain to do so, and the expedition was not attended with success. (From an oval stipple by Hastings, after Hopwood.)

**343. Articles of Capitulation.**

(The articles of capitulation, signed on January 10th, 1806.)

**344. Battle of Blaauwberg.**

The battle was fought on January 8th, 1806, between the defending Dutch forces under General Janssens and the British under General Baird. The battle, which ended in the surrender of the Cape, decided the fate of the Cape and of the whole of South Africa in the years to come. (From an original contemporary watercolour in the Collection of R. P. B. Davis, esq.)

**345. Brink's Inn.**

In this house in January, 1806, General Janssens and Brigadier-General Beresford arranged the terms of the surrender of the Cape. Brink's Inn was subsequently known as "Goedverwachten" and is now known as "Applegarth," the residence of Major W. Jardine, and is situated at the foot of Sir Lowry's Pass. (From an aquatint in Latrobe's *Journal*, 1818.)

**346. Brink's Inn.**

("Applegarth.") As it was twenty years ago.

**347. Plan of the Battle of Blaauwberg.**

**348. Cape of Good Hope. 1806.**

The inscription on this fine aquatint is colours reads: "This engraving in commemoration of the taking of the Cape of Good Hope is inscribed to Sir David Baird and Sir Home Popham by their most obedient servant, E. Orme." Below is a panel with the inscription: "Battle previous to the Surrender of the Cape of Good Hope," and this time, presumably in order that no jealousy should prevail between the services, the names are Sir Home Popham and Sir David Baird." In the panel Sir David Baird is seen on a white horse, with General Ferguson and Colonel Baird, whilst in the left corner Captain Foster, who was killed is being borne away. (Aquatint by E. Orme, 1806.)

**349. Whaling at the Cape.**

(From a quaint illustration in *Gleanings in Africa*, 1806.)

**350. A Whale Ashore.**

At Woodstock beach.

**351. Dassen Island.**

Penguins taking to the water.  
Penguins on their nests, with guano pile in distance.

**352. Table Bay. 1807.**

Dedicated to Sir Alured Clarke, commander in chief of the Cape forces, 16th September, 1795. (Engraved by R. Reeve, after Captain Dillon, 1807.)

**353. Table Bay**

with shipping. A vigorous engraving from Pinkerton's *Voyages*, vol. 16. 1814.)

**354. Swellendam, 1808.**

(From a drawing by J. Behr, 1809.)

**355. A Boer's House.**

(From an aquatint in Daniell's *African Scenery*, 1804-5.)

**356. Stellenbosch. The Drostdy in 1803.**

This is now the Theological Seminary. In point of age Stellenbosch ranks next to Cape Town, having been founded in 1679 by Governor van der Stel who, during his travels, came to a valley through which flowed a stream which divided leaving a thickly wooded island. He was so charmed with the spot that he named it with his own name and that of the forest—Stellenbosch. Soon after 1687 the Drostdy was erected. Fires have ravaged in the village. All the public buildings were destroyed in 1710, and in 1803 there was another great fire. The Stellenbosch oaks were planted in 1709. This (picture is from a drawing by Colonel Gordon, now in the Hague Archives.)

**357. Dutch Reformed Church in 1811.**

The church was established in 1687 and was destroyed in the fire of 1710. In 1715 the building of the present church was commenced on a different site to the old one. (From an aquatint in Thompson's *Travels in South Africa*, 1827.)

**358. Seal of the Drostdy.**

**359. Roodesand Pass. 1809.**

(From a coloured aquatint by Bluck, after Salt, 1809.)

**360. Sir John Barrow.**

Born in 1764, Barrow accompanied Lord Macartney to China and afterwards to the Cape where he became Macartney's private secretary. He published several works including the valuable *Travels into the Interior of South Africa*, 1801-4, 2nd ed., 1806. On the retrocession of the Cape he was appointed secretary to the Admiralty and served for a period of forty years. He was created a baronet in 1835.

361. **Colonel R. Gubbins, C.B.,**  
of the 85th Light Infantry. Entered the army in 1803, and was at the Cape in the early 19th century.
362. **W. Burchell.**  
A skilful zoologist and botanist. Travelled through South Africa, 1822, and published his now rare *Travels in the Interior of Southern Africa*, 1822-4.

1811.

363. **Lient.-General Sir John Francis Cradock.**  
Governor of the Cape from 6th September, 1811, to 6th April, 1814. He was a Peninsular veteran, having been Commander-in-Chief of the British Army in Portugal, 1808-9, and was succeeded by Sir Arthur Wellesley (Duke of Wellington). During his administration the Xosas were expelled from the Zuurveld and during the operations Landrost Strockenstroom and eight farmers were murdered. Circuit courts were established and, in response to representations and charges what is known as the Black Circuit, toured the country, and in the result proved most of the charges to be without foundation. Sir John Cradock married a daughter of the Earl of Clanwilliam, and in January, 1814, the present Clanwilliam district was named. (From a stipple engraving by Godley, after Lawrence, 1809.)
364. **Van der Graaff's Beacon.**  
The boundary stone of George, erected by the Governor van der Graaff.
365. **The Vau Niekerk House.**  
The oldest house in George, now destroyed. The division of George was formed in 1811.
366. **The Old Parsonage**  
of the Mission Church, George, destroyed by fire.
367. **The Old Town Hall, George.**
368. **Avontuur (George).**  
(From a drawing by J. A. Avis, 1875.)
369. **Cape Town in the Sixties.**
370. **Caledon.**  
The first agricultural show. (From the fine original by T. W. Bowler, in possession of Sir Abe Bailey, circa 186—.) The village of Caledon was founded in 1811 and named after the Earl of Caledon.
371. **Kwartelfontein.**  
Caledon district. (From a wet plate negative, 1865.)
372. **Table Bay.** 1812.  
(From a woodcut by the celebrated wood engraver, Thomas Bewick, in a rare book by G. Marshall, *Epistles in Verse*, 1812.)
373. **Thunberg, Dr. C. P.**  
Botanist. Published his travels in Europe, Africa, etc., 1794-5. (From a lithograph by Y. Lowy, after P. Krafft, Jr., 1808.)
374. **Slavery in 1812.**  
Extract from the register of ship arrivals in Table Bay, 1812, recording the arrival of five Portuguese slavers carrying 1,705 slaves from Mozambique to Rio de Janeiro.
375. **Chained Slaves.**  
Shewing the method of chaining slaves.

#### HUNTING IN 1813.

376. **Hunting the Camelopard (Giraffe).**
377. **Hunting a Zebra.**
378. **Shooting a Porcupine.**
379. **Shooting an African Buffalo.**
380. **African Rhinoceros Hunting.**
381. **Shooting the Hyena.**  
(These spirited aquatints in colour are from the rare book on *Wild Sports*, engraved by Dubourg after Hewitt, and published by Orme. 1813. Jardine Collection.)
382. **The Rhinoceros.**  
As depicted in Kolbe's *Beschryvinge van der Kaap de Goede Hoop*, 1727. Truly a wonderful beast, equipped with a benign expression and movable armour plates, but typical of the strange ideas regarding African fauna prevailing at the period.

1814.

383. **Lient.-General Lord Charles Henry Somerset.**  
Governor of the Cape, 6th April, 1814—12th January, 1820, and 1st December, 1821—5th March, 1826. Lord Charles was the second son of the Duke of Beaufort. His relatives possessed great influence and he came to South Africa with little restraint upon his actions, at the age of 46. Haughty and arbitrary and relentless in crushing those who thwarted him, he was also able and energetic. He fostered agriculture in all its branches, and his administration was marked by stirring events. Among them may be noted the Slachter's Hell rebellion, the settlement at Tristan d'Acunha, and the Kafir War, and the attack on Grahamstown with the defeat of Makana. The project for the settlement of the Cape originated with Lord Charles, but the arrival and settlement of the 1820 settlers took place under the governorship of Sir Rufane Donkin. During his second period



Lord Charles' autocratic manner led to the freedom of the press movement, and his conduct occupied the attention of the House of Commons and caused much ferment in Cape Town. Eventually he was ordered home and his trial demanded. The matter eventually dropped and Lord Charles resigned in 1827, and died in 1831. The period was an eventful one and, though his administration was marred by many acts of harshness and injustice, Lord Charles was responsible for important reforms and laid the foundations for future prosperity. (The illustration is from a painting, after Cosway, in Government House.)

**384. Marine Villa, Camps Bay.**

Lord Charles Somerset's. (From a vignette in *Thompson's Travels*, 1827.)

**385. The Round House.**

Lord Charles Somerset's shooting box near Cape Town.

**386. Dr. James Barry.**

**1815.**

Dr. James Barry was born in 1795, and masqueraded as a man until her death in 1865, by when she had actually risen to be Inspector General of Army Hospitals. Unmistakably Scottish in appearance, her parentage is uncertain. By some she is said to be the daughter of a Scottish baronet named Buchan; by others she is presumed, on account of her uncanny influence in official circles, to have been a daughter of the Prince Regent. Coming to the Cape in 1815 as an Assistant Army Surgeon she obtained several important civil appointments, including that of medical adviser to the governor, Lord Charles Somerset. Her extravagant behaviour and open contempt for those who differed from her soon got her into difficulties and resulted in at least one duel. From all her escapades, however, she emerged with flying colours, and when she retired in disgrace from one colonial station she was quickly promoted in another. In appearance she had reddish hair, large blue eyes, high cheek bones and a long nose. She was only about 5 feet 6 inches high in her boots, which were specially made with thick soles inside and high heels, and when she grew old she affected a long blue cloak to hide her womanly gait and a large umbrella to screen her from inquisitive eyes. She has been described as a perfect dancer, a dare-devil and a flirt, but it is doubtful whether she deceived everyone by her assumed manners, for one of her contemporaries, who knew her personally, has left it on record that she had "the form, the manners and the voice of a woman." (From a miniature in possession of Mr. Barry Munnik.)

**387. Pretoria.**

(From an early watercolour drawing.)

**388. Andries Pretorius.**

In 1838 Pretorius (formerly a field-cornet at Graaff Reinnet) joined the Voortrekkers and commanded the forces which defeated Dingaan at Blood river. Subsequently he proclaimed Panda as King of the Zulus. Pretorius was then chief commandant of the Boers in Natal. He commanded in the operations against the British. In 1848 he went to the Transvaal and became commandant-general and commanded the forces at Boomplaat. The Transvaal was acknowledged as an independent state in 1852. Pretorius died on July 23rd, 1853, and in 1891 his remains were accorded a state funeral in Pretoria.

**389. Sir Rufane Shawe Donkin.**

**1820.**

Major-General Sir Rufane Shawe Donkin was acting governor of the Cape Colony during the absence of Lord Charles Somerset from the 12th of January, 1820, to the 30th of November, 1821. During this time the British settlers arrived, and were located by him chiefly in Albany. He reversed several of Lord Charles Somerset's plans, and consequently came under the displeasure of that nobleman. Port Elizabeth is named after the wife of Sir Rufane Donkin. She died in India, and her husband raised a monument to her memory, which is still standing, on the hill overlooking the lower part of the town. (From a stipple by Holl, after Mayer.)

## THE 1820 SETTLERS.

On July 12th, 1819, the House of Commons granted a sum of £50,000 for the purpose of assisting persons wishing to settle at the Cape. Numerous parties were formed, fifty-seven in all. Vessels were chartered—among them *The Chapman*, *Aurora*, *Nautilus*, etc. The first to leave was the *Nautilus* on December 5th, 1819, followed by the *Chapman* on the 9th, whilst during the ensuing six weeks the whole fleet had sailed. The *Nautilus* and *Chapman* arrived in Table Bay on March 10th, and the first to arrive at Algoa Bay was the *Chapman* on April 11th. The grand total of settlers, according to Sir George Cory, was 3,187, a number destined to exercise a profound influence on the history of South Africa.

**390. Departure of the "Chapman."**

**391. The "Chapman" at Simon's Bay.**

(From a contemporary drawing.)

**392. Landing of the First Settlers**

at Port Elizabeth. (From an original watercolour in possession of the Rev. Dr. Flint.)

**393. Government Notice,**

25th March, 1820, announcing the arrival of the first emigrant ships.

**394. Emigration Cartoon.**

A rare cartoon in colours by J. Cruikshank on emigration to the Cape: *The Blessings of Emigration*, published 1819.



- 395. "The Cape of Forlorn Hope."**  
The companion engraving, also by Cruikshank.
- 396. Return of Settlers.**  
Official return of Bailie's Party, 1820. (From the original in the Archives.)
- 397. Port Elizabeth.**  
Panorama by Port Elizabeth by T. W. Bowler.
- 398. Landing of the 1820 Settlers.**
- 399. Settlers on the Beach.**  
(From a painting by T. Baines.)
- 400. Lieutenant Donald Moodie, R.N.**  
Lieutenant Donald Moodie was one of three brothers who came to the Cape Colony before the British settlers of 1820. He held various situations under the Cape government, and in 1836 was entrusted by Governor Sir Benjamin D'Urban with the task of compiling records regarding the intercourse between the colonists and the various coloured tribes of South Africa. He had made himself intimately acquainted with the Dutch language, and was performing this duty with great fidelity when, after the publication of a single volume, the work was stopped, as it gave offence to the party then in power in Britian. In November, 1845, Lieutenant Moodie was appointed secretary to the government of Natal, which office he held until October, 1852, when he retired. In March, 1857, he was elected speaker of the Legislative Council of Natal.
- 401. Colonel H. Somerset,**  
son of Lord Charles Somerset. Commanded on the frontier and in the Kafir wars. (From the frontispiece to Mrs. Somerset's *Adventures in Caffraria*, 1858.)
- 402. Grahamstown.**  
(Aquatint in *Thompson's Travels*, 1827.)
- 403. An Early Sketch**  
by Miss Pigot, depicting Major Pigot and D. Moodie. (Drawn in Grahamstown, circa 1820.)

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## WINDMILLS.

- 404. Early Windmills.**  
View shewing Valkenburg, the residence of the Valk family; the Observatory, and the windmills, "Oude Molen" and "Malta." (From an original drawing by W. Ranch, circa 1820, in the S.A.P. Library.)
- 405. Crossing a Drift, Salt River.**  
Waggon crossing a drift, shewing the old windmills. (From an original watercolour in St. George's Orphanage.)
- 406. Grahamstown.**  
Old mill, formerly in Market street.
- 407. Platteklip.**  
The site being about where the Municipal Wash Houses are to-day. Very little is known of this structure. Fanny Parkes, writing in May, 1843, says that she rambled up Table Mountain "beyond the mill, from which the narrow pathway is surrounded by flowers." At Platte Klip she found the ruins of a house, and various fantastic legends were told her about it, although no one seemed to know anything authentic about its history. Several watermills were built by the side of the stream, however, the one at the top of Annandale street and the well-known one at the top of the avenue, Hope Mill, being the two best known. The history of the mill at Platte Klip is, like that of the house, surrounded with mystery, but in the year 1860 the waterwheel was still in position.
- 408. Paarl Mill.**  
Destroyed by fire a few years ago.
- 409. Salt River Windmill.**  
No longer in existence.
- 410. Mill Stone**  
from the Oude Molen.
- 411. Water Wheel**  
of mill formerly corner of Sir Grey and Prince streets, now removed. (Drawn by Miss A. M. Piers.)
- 412. Mill at la Cotte.**  
The old French Huguenot mill at la Cotte.
- 
- 413. Beaufort West.**  
Known as the Queen of the Karoo. Two views of the town, circa 1880, which was founded circa 1820.
- 414. Bloekhouse**  
in the Main street, Beaufort West. Circa 1902.
- 415. The Drostdy.**  
Elevation by J. Leeb. Circa 182—.





**416. Worcester.**

Circa 1878. From the site above the Railway Camp. Worcester has a history extending over 100 years. It was named after the Marquis of Worcester, brother of Lord Charles Somerset. In 1819 Landrost Fischer submitted a plan of the proposed village and, in February, 1820, the first sale of erven took place and a collection was made for building the church. In 1822 Worcester was made the seat of a landrost, and this beautiful little town has enjoyed prosperity ever since.

**417. The Drostdy.**

This building was commenced in 1822, and is still in use and almost in its original condition.

**418. Table Bay.**

**1820.**

This spirited and well known picture with its fine rendering of shipping is from an aquatint by Sutherland, after Huggins, dedicated to Lord Charles Somerset.

## EDUCATION IN SOUTH AFRICA.

**1822.**

Education in South Africa commenced with a school for slaves, which was started in 1656. In 1663 a school was established with 12 European and 5 coloured children. There were schools in Cape Town in 1676, Stellenbosch 1683, and Drakenstein 1700. An ordinance of 1714 regulated the appointment of schoolmasters and in the same year a high school was established in Cape Town and it was discontinued in 1725. In 1779 there were 8 public schools with 690 children. De Mist set about educational reform and issued his education ordinance in 1804. In 1803 was started the "Tot nut van Algemeen," a school which did good service and lasted until 1870. Sir John Cradock was the next reformer, but it was not until 1822 that the problem was seriously tackled. The foundation of the South African College, which was opened in October, 1829, may be said to be the real starting point for the extensive educational system which prevails throughout South Africa to-day.

**419. South African College.**

In Long Street. Originally the South African Orphan House founded in 1808 by the widow of H. P. Muller. For a long time the building was found to be larger than needed for the use of the orphans, and in 1829 part was offered to the South African College, and here the first years of its educational activity were spent. In 1840 the college entered into possession of its own premises and from that date the record has been one of continual progress. (From a woodcut, circa 1832.)

**421. South African Mission Church.**

Long street. (From a woodcut, circa 183—.)

**422. Diocesan College.**

(Woodlawn.)

**423. Normal College.**

This was formerly "Rust en Vreugde," and was at one time occupied by Captain Blesser, a retired officer of the Dutch army. In 1812 he used it as a public garden. The property was greatly improved by Thibault, Anreith and Schutte. The slate roof was put on in 1837, and the gate pillars to the Avenue were removed in 1869.

**424. Captain Blesser.**

(From a miniature in the Jardine Collection.)

**425. Old Doorway.**

In the basement of the Normal College.

**426. View of Normal College.**

Shewing the old mounting block for riders and the fine carved fanlights.

**427. Rustenberg.**

Now the Rondebosch Girls High School. Formerly the residence of the Dutch governors. It was laid out about 1670. In 1700 the house became the residence of the Secunde, and in 1795 it was here that the Articles of Capitulation were signed. Most of the old buildings were destroyed by fire. (From a watercolour by Bowler, 1854.)

**428. Doorway.**

Norfolk House, Roeland street. At one time this was Douallier's Academy.

**429. Vredenburg, Long Street.**

The Victoria Court flats stand on the site of Vredenburg which at one time was Mrs. Percival's Academy. Circa 1880.

**430. School of Industry.**

The front, on the site of the present Huguenot Memorial Hall.

**431. Caledon Old Church.**

Now used as a school.

**432. Swellendam.**

Gable of the old school house.

**433. Tulbagh.**

Old school house.



**434. Racing Cup.**

**1822.**

In the Jardine Collection is a massive silver cup which is the earliest known South African racing trophy. This was presented by the Burgher Senate in 1822 as a floating trophy. It is inscribed with the names of the winners for 1822-3, and thereafter it appears to have disappeared until its discovery in recent years by its present owner.

**435. Burgher Senate Cup.**

Silver cup presented by the Burgher Senate of Cape Town to its last Burgomaster, Pieter Woutersen, 19 June, 1826, in recognition of his services. This cup was made in Cape Town and is now in possession of the Cape Town Corporation.

**436. Ancient Fire Engine.**

Sent to the Cape by the D.E.I. Co. in 1737.

**437. Fire Instructions.**

Fires in the streets and letting off fireworks are prohibited. Issued by Governor Janssens and published in the *Cape Town Gazette*, 19th March, 1803.

**GRAHAMSTOWN AND PIET RETIEF.**

**438. The Old Drostdy Gate.**

In 1822 Piet Retief undertook to erect the Drostdy building for the sum of 23,000 rix dollars (about £1,875) and to have it completed in 14 months. In August, 1822, Retief was appointed field commandant of the Albany burghers and had to take the field against Macomo. When the contract time for the Drostdy expired in September, 1823, only the outer walls and roof were finished. Then ensued various legal actions against Retief and for nearly ten months the Drostdy remained unfinished. In June, 1824, Mr. C. F. Pohl contracted for 19,500 rix dollars to finish the work in six months. Again there were misunderstandings and quarrels, and in 1825 the Drostdy was still far from completion. The flat roof was replaced by a thatched pitched roof. Meanwhile the building fell into disrepair and in September, 1826, Pohl was dismissed and another year passed. Eventually the building was rendered habitable in 1829. The buildings were used for military purposes from 1836 and the Drostdy archway was built in 1838. In 1873 the Drostdy became a school, and after the Boer War became part of the Rhodes University College.

**439. Mooi Meisjesfontein.**

Where Piet Retief lived near Grahamstown.

**440. Retief's Birthplace.**

Gable of Welvan Pas, Wellington, where Piet Retief was born.

**441. Dingaan's Kraal.**

View of the kraal of the Zulu chief Dingaan where Piet Retief was murdered. From Gardiner's *Journey to the Zulu Country*, 1836.)

Pieter Retief, a prominent leader of the voortrekkers, headed the party which crossed the Drakensberg to Natal.

**442. Grahamstown.**

**1823.**

From the north-east in 1823. Shewing the Scots barracks and drostdy. Sir Rufane Donkin intended to make Bathurst the seat of magistracy, but Lord Charles Somerset decided on Grahamstown. Here were the military headquarters for the frontier. Grahamstown was successfully defended on 22nd April, 1819, by Colonel T. Willshire and a few soldiers against a formidable Xosa army under Makana and Dushane, son of Ndlambe. The kafirs retiring with heavy losses. (From a painting in possession of the Rev. Dr. W. Flint.)

**443. From the south-west in 1823.** Near the source of the Kowie river. Grahamstown was named after Lt.-Col. John Graham in command of the Cape Regiment and commandant-general of the forces during the Kafir War 1811-12. It was, however, a mere hamlet until the arrival of the British settlers in 1820, when it became the first town of importance in the Eastern Province. The picture represents the "Settlers' City" during Lord Charles Somerset's second period of government.

**444. Port Elizabeth.**

From the burying ground. (Sketched by J. F. Comfield, 1812-23.)

**445. Port Elizabeth in 1840.**

(From a watercolour by Major Piers.)

**446. Port Elizabeth.**

Main street. Shewing the town hall with waggons and pedestrians. (From a lithograph in Bowler's *Kafir Wars and British Settlers*, 1864.)

**447. Port Elizabeth.**

Shewing the wool market. (By Bowler, 1864.)

## FREEDOM OF THE PRESS.

### 447a. Facts

connected with the suppression of the *S.A. Commercial Advertiser* in 1824.

In January, 1824, appeared the first number of the *S.A. Commercial Advertiser*. All went well until May when, in connection with the trial of one—Edwards—certain comments gave offence to the Governor. No. 18 was allowed to appear, and in this the discontinuance of the publication was announced. Meanwhile a handbill was circulated regarding the publication of "Facts connected with the Stopping of the Press." These handbills were ordered to be removed by the police and a warrant issued ordering the sealing up of the press. The press was sealed, but from the type in forme Mr. Greig printed the "Facts" which were extensively distributed and caused a sensation, and led eventually to the freedom of the press.

### 447b. Greig's Bookshop.

Darling street was formerly called the Keizersgracht, but was renamed in honour of Lieutenant-Governor Charles Henry Darling, who in 1854 opened the first Parliament of the Cape Colony. Mr. George Greig, whose place of business is shown in this picture, was the proprietor and publisher of the *Commercial Advertiser*, of which Messrs. Fairbairn and Pringle were the editors, when it was suppressed by Lord Charles Somerset, and he took a leading part in the struggle for the liberty of the press. For many years he was the principal printer and bookseller in Cape Town. (From a watercolour drawn by de Meillon.)

### 448. Thomas Pringle.

Thomas Pringle was the leader of the party of Scotch settlers who in 1820 arrived in this country and were located in Glen Lynden. He was not adapted for the rough life of a pioneer, however, so he soon removed to Cape Town, where he obtained a situation as sublibrarian of the public library. In January, 1824, he added to his duties the editorship of the *South African Commercial Advertiser*, a newspaper published by Mr. George Greig in Cape Town, and in March of the same year he issued the first number of a magazine called the *South African Journal*. The tone of his articles gave offence to Governor Lord Charles Somerset, who in May suppressed both periodicals. The *Journal* then ceased to exist, but Mr. John Fairbairn, Mr. Pringle's colleague, proceeded to England with Mr. Greig, and after a time succeeded in obtaining permission from the secretary of state to resume the publication of the *Commercial Advertiser*. Mr. Pringle also returned to England, where he became secretary of the Anti-Slavery Society. He was the author of a book of poems, "Afar in the Desert" probably being the best known, and of a volume entitled *Narrative of a Residence in South Africa*, etc. (Reproduced from the engraved frontispiece on steel to *Political Works*, 1837.)

### 449. John Fairbairn.

Mr. John Fairbairn, who helped to secure the liberty of the Cape press and for many years the brilliant editor of the *South African Commercial Advertiser*, is still remembered as "The Father of the Cape Press." Recent historical researches has established the fact that he was also "The Father of the Cape Parliament," for not only was he the first to raise his voice in the Cape for parliamentary institutions but no man did more than he to secure them. Landing here in 1823 he fought doggedly and at great personal sacrifice until first an Advisory Council (1825), then a Legislative Council (1834) and finally a Representative Parliament (1854) were conceded. As secretary of the Anti-Convict Association he was instrumental in preventing the colony from becoming a penal settlement. He is supposed to have possessed a second sight and actually predicted his death, which took place at Wynberg in 1864. (From a lithograph in possession of the City Council, Cape Town.)

### 450. Dr. John Philip.

Over 100 years ago the Rev. Dr. Philip, who was a brother-in-law of John Fairbairn, was superintendent of the London Society's Missions and one of the most prominent men in South Africa. He was a man of exceptional ability and was devoted to the interests of the coloured people in this country, who he believed were subject to great oppression by the government and the European colonists. At that time very little was known of the origin of the Hottentots and the Bushmen, and Dr. Philip believed them to be aborigines and one people. He believed that nothing but education and political equality were needed to put them on the same plane of civilization as Europeans, and by his influence in Britain he succeeded in getting laws made in accordance with his views. (From a lithograph oval by J. H. Lynch in the Jardine Collection.)

### 451. Cape Town from Table Bay.

A curious representation with its accentuated vertical stratification of the mountain and the wildly tossing foreground sea. (From a steel engraving by R. Young, after A. Nichol. An illustration in *The Gazetteer of the World* in the S.A. Public Library.)

### 452. Greenmarket Square.

1826.

One building from the days of old still remains with us. The Burgher Watch House was built under Governor Tulbagh at a time when every burgher had to do duty as a watchman and patrol the streets. From 1796 to 1905 the building served as municipal offices and now, fittingly restored by the late J. M. Solomon, houses the Michaelis Collection of Dutch pictures. In this picture will be seen the old Thatched Tavern and a group of market folk round the old stone pump. (From a watercolour drawing by Sir Charles Doyle.)



- 453. Cape Town.** **1827.**  
Plan of Cape Town and its environs by H. Colburn, published in Thompson's *Travels*, 1827, and exceedingly valuable on account of the amount of information it conveys. Inset is the house in Long street in which Thomson stayed whilst in Cape Town and also a prospect of the Cape.
- 454. Cape Town in a Gale.**  
In this will be seen the old Customs Searcher's office (on the site of the present Railway Institute). This view gives an excellent idea how the foreshore has extended in 100 years. (From an aquatint in Thompson's *Travels*, 1827.)
- 455. The Parade,**  
shewing military drilling. (From an aquatint in Thompson's *Travels*, 1827.)
- 456. Cape Town.**  
A view from the Amsterdam Battery shewing Bree and Strand streets. The Lutheran Church is shewn before the erection of the present tower. (From a contemporary engraving, circa 1835, by H. R. Cook, after Haines.)
- 457. Panorama of Cape Town.**  
From Greenpoint. (From an aquatint by L. Black, forming the frontispiece to Vol. 1 of the first edition of Barrow's *Travels*, 1801-4.)
- 458. The Jetty**  
which ran out from the Castle. (From a print of 1827.)
- 459. The Jetty.**  
View looking towards the Imhoff Battery. (From an original watercolour by Bowler.)
- 460. Sir Lowry Cole.** **1828.**  
Lieutenant-General Sir Galbraith Lowry Cole was governor of the Cape Colony from the 9th of September, 1828, to the 10th of August, 1833. He had been such a distinguished military officer as to have received on several occasions the thanks of the British parliament for his eminent and gallant services. The South African College, the first institution of the kind in the colony, was established in 1829, while he was governor. The town and district of Colesberg are named after him, as is Sir Lowry's Pass over the Hottentots-Holland mountains, where he caused an excellent road to be made, which was opened for use in July, 1830. The town and district of Malmesbury are named after his wife's father, the earl of Malmesbury. (From a mezzotint by W. Ward, after Dyce.)
- 461. Sir John Bell.**  
Secretary to the government of the Cape, 1827-1841. Before coming to the Cape he served in the Peninsular War. (From an engraving by Lucas, after Cousins, 1856.)
- 462. Canigou Chapel.**  
Now Rondebosch Boys' High School, formerly the residence of Sir John Bell. The fireplace and stags' heads were carved by him.
- 463. Wale Street.** **1830.**  
From a pencil drawing, artist unknown. Circa 1830. The waggon in the middle distance is passing along Long street.
- 464. Hof Street.**  
Shewing Krynauw's Hof. Roode Hek Gardens in foreground. (From an original drawing by H. W. Piers, circa 1850.)
- 465. Strand Street in the 40's.**  
This is on the site of the present railway platform 13 and shews the shambles on the right. (From an original drawing of the period, artist unknown.)
- 466. Dock Road.**  
Shewing the old Globe Inn and Ship Tavern. (From a watercolour by G. Duff.)
- 467. The Old Town House.**  
An interesting drawing by de Meillon, circa 1830, shewing the watchmen on the steps. (In possession of the Misses Piers.)
- 468. The Prison and Customs House.**  
In Justice street, now lower Adderley street, shewing the old watchmen with a refractory prisoner. (From an original drawing, circa 1830, by de Meillon, in possession of the Cape Town Corporation.)
- 469. Government Buildings.** **1832.**  
From the Company's garden. The clock shewn is now in St. George's Cathedral.
- 470. Signalman's House, Kloof Nek,**  
with the remains of an old sundial in the foreground. This became a convict station and eventually the Strangers' Inn. (From the original watercolour by H. C. de Meillon.)
- 471. Government House.**  
From the Gardens.
- 472. Wesleyan Chapel, Cape Town.**  
(Both from lithographs in the *Cape of Good Hope Almanac*, 1832.)
- 473. Sir Benjamin D'Urban.** **1834.**  
Major-General Sir Benjamin D'Urban was governor of the Cape Colony from the 16th of January, 1834, to the 20th of January, 1838. In his time, on the 1st of December, 1834, all the slaves were emancipated, and that dark stain on civilisation was entirely washed out. The sixth Kafir war also took place, when the Eastern Province was overrun during the last days of 1834 by a great horde of



Xosas, and an immense amount of property was destroyed. Sir Benjamin D'Urban was very highly esteemed by the colonists, but his plans for the settlement of Kaffraria were not approved by the British government, and he was recalled. Durban in Natal is named after him, and Durbanville, near Cape Town. The school of industry at Wynberg was founded by Lady D'Urban. (From a mezzotint by Payne, after Mogford.)

1835.

**474. Plan of Cape Town.**

Interesting plan dated 1835. The original is in possession of the Harbour Board.

**475. Kingwilliamstown.**

Block house. Kingwilliamstown was established circa 1835. (From sketches in Kafirland by two officers, 1852.)

**476. Landing at Port Elizabeth.**

An old lady is being carried ashore in a chair whilst a somewhat supercilious military officer stands guard over luggage. (From a watercolour by Piers, circa 1850.)

**477. Germania.**

Vol. 1, No. 1, of a rare newspaper in German published at Kingwilliamstown, 1st April, 1857, as a weekly for the military colonists of the German British Legion in South Africa.

**478. Cape Town.**

1837.

With shipping. (After the aquatint by C. C. Schongewel, after N. Fielding, dedicated to Sir Benjamin D'Urban, 1837.)

**479. Cape of Good Hope**

from the bay with shipping. (From an engraving by T. K. Schneider in du Bois' *Vies des Gouverneurs Generaux*, 1763.)

**480. Sir George Thomas Napier, K.C.B.**

1838.

Governor, Cape of Good Hope, 22nd January, 1838, to 19th December, 1843. Elder brother of the war historian. Was A.D.C. to Sir John Moore in the retreat to Corunna and assisted at the burial. He lost his right arm at Ciudad Rodrigo. He was somewhat irascible, but courteous, determined and benevolent. He presided over the destinies at a black period which in many respects was the turning point towards brighter days. (From a painting in Government House.)

**481. John Montagu.**

Colonial secretary at the Cape of Good Hope, 1843 to 1852. Mr. Montagu was one of the ablest officials in the old Cape Civil Service. His rank was equivalent to that of Prime Minister to-day and during the ten years he held office he placed the financial system of the colony on a sound basis, liquidated the whole of the colonial debt and linked up the outlying parts of the country by the construction of hard roads, bridges and passes. In May, 1852, he had a nervous breakdown and was compelled to retire on sick-leave to England, where he died the following year. (From a lithograph by J. Lynch published in *Biographical Memoirs* by W. A. Newman, 1855.)

## NATAL.

1842.

**482. H.M.S. "Southampton."**

The *Southampton* covering the landing of part of the 23rd and 27th Regiments at Port Natal on June 26th, 1842. Shewing the *Conch* (Bell, master) firing. (From a lithograph, after Bowler.)

**483. British Camp at Congella.**

(From a wood engraving by E. Whimper.)

**484. The British Lager**

at Congella, 1848. (By J. Weale, 1849.)

**485. Death of Cane and Biggar**

at the battle of Tugela. On May 4th, 1842, after a 34 days' march a British force under Captain Smith occupied the site of Durban. The Republic of Natal demanded the withdrawal of the force, and on May 23rd Capt. Smith marched out to attack the farmers at Congella. The attack was badly planned and failed with the loss of 16 killed and 31 wounded. The British formed camp, and Richard King rode to Grahamstown for assistance. On the 26th an attack was made on the Point and a gun together with ammunition and the *Pilot* and *Mazeppa* were captured. A truce was agreed to, but on May 31st the camp was invested with great vigour. The siege lasted 26 days and 8 were killed and 8 wounded on the British side. On June 25th the *Southampton* and the *Conch* arrived with reinforcements and the camp was relieved. From this time British sovereignty over Natal was unchallenged. John Cane and Robert Biggar and several others with a large force of Kafirs proceeded against Dingaan, and in February, 1838, were defeated at the battle of Tugela, when Cane and Biggar and a dozen other Europeans, as well as practically the whole force of Hottentots and Kafirs, were killed.

**486. Dick King.**

The defeat of Capt. Smith made it necessary to obtain assistance, and Richard King volunteered for the dangerous ride to Grahamstown. On the night of 24th May, 1842, accompanied by N'dongeni he set forth. After travelling 400 metres, N'dongeni could go no further and King continued the journey alone. Riding day and night he reached Grahamstown safely and troops were sent to Natal. in time to relieve the besieged camp. A fine statue in Durban commemorates King's famous ride, which was a memorable event in South African history.

- 487. N'dongeni**  
who accompanied Dick King for some distance on his memorable ride.
- 488. Landing from the Bluff.**  
The Forty-fifth Regiment landing. (From a watercolour by T. W. Bowler in possession of Sir Abe Bailey.)
- 489. Mouth of the Umvoti River.**  
Lions are plentiful in this rural scene, which is from a coloured lithograph by Angas in his book, *Kafirs Illustrated*, 1849.
- 490. Pietermaritzburg.**  
A view taken from Fort Napier, with the band of the 45th Regiment. This is the earliest known representation of the capital of Natal. (From a watercolour by Piers, circa 184—.)
- 491. Early House in Pietermaritzburg.**  
This house was built by C. W. H. Pistorius in 1840, and is the earliest building in the city.
- 492. Pietermaritzburg.**  
Street, shewing buildings of the early period. (From a lithograph in Colenso's *Ten Weeks in Natal*.)
- 493. From the Drift**  
of the Little Bushman's river.
- 494. From the Bridge**  
on the Durban road. Zwaartkop in the distance. (All from the same book.)
- 495. Portrait of Bishop Colenso.**  
Consecrated 30th November, 1853, the Bishop reached Natal on January 30th, 1854. Deeply interested in the natives, he was named Sobantu. In 1858 he called the jurisdiction of the Metropolitan into question. Then followed the famous controversy. In 1866 he was excommunicated by Bishop Gray. On appeal the Privy Council decided he retain his legal status and, although Bishop Macrorie was consecrated, Bishop Colenso remained, legally, Bishop of Natal until his death in 1883.
- 496. Durban.**  
West street, shewing the trams.
- 497. The Point.**  
An early view.
- 498. West Street.**  
Looking towards the Berea. An early view.
- 499. Durban.**  
From the Berea. (From Angus's *Kafirs Illustrated*. Folio. 1849.)
- 500. The Paarl.**  
(From Angus's *Kafirs Illustrated*, 1849.)
- 501. Durban.**  
West street in 1860. (By W. Austin.)
- 502. Umgeni Bridge.**  
Opening of the Queen's Bridge. (By W. Austin, 1860.)
- 503. Departure of Cetewayo.**  
Embarking at Fort Durnford. (From a woodcut in the *Illustrated London News*.)

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#### 1843.

- 504. Sir Peregrine Maitland.**  
Governor, Cape of Good Hope, 19th December, 1843, to 27th January, 1847. He was an officer of high reputation. Served through the Peninsular campaigns and commanded a brigade at Waterloo. He was later commander-in-chief at Madras and Lieut.-Governor of Upper Canada. Honest, upright and deeply religious, he was not a strong ruler. (From a painting in Government House, after Sir W. J. Newton.)
- 505. Sir Henry Pottinger.**  
Governor of the Cape Colony and High Commissioner, 27th January, 1847, to 1st December, 1847. He was a distinguished officer in the service of the East India Co. and it was hoped that on his arrival he would bring the Kafir war to a close and preserve peace. Active hostilities, however, continued during his term of office, and he was relieved by Sir Harry Smith. (From a steel engraving by J. Brown in the Mendelssohn Collection.)
- 506. Sir Harry Smith.**  
Lieutenant-General Sir Henry George Wakelyn Smith was governor of the Cape Colony and high commissioner from the 1st of December, 1847, to the 31st of March, 1852. He was second in command of the troops in South Africa from 1829 to 1840, and in Sir Benjamin D'Urban's time was chief commissioner in British Kaffraria, then called the Province of Queen Adelaide. On 28th January, 1846, his division in India won the memorable victory of Aliwal over the Sikhs, commemorated in South Africa in the name born by Aliwal North. He was an able man and extremely popular. He extended the British possessions in South Africa and shewed great wisdom in handling the situation at the close of the 7th Kafir war. During his term of office occurred the 8th Kafir war with

the Xosas and Tembus, commencing with the battle of the Boomah Pass and the shutting up of the governor in Fort Cox. Before the war ended Sir Harry Smith was recalled. The wreck of the *Birkenhead*, the Anti-Convict agitation, the opening of the copper mines, and the grant of a constitution were among the outstanding events in this governorship. Harrismith, Fauresmith and Smithfield in the Orange Free State bear his name, whilst Ladysmith, Natal, is named after his wife. (From a mezzotint engraving.)

**507. Long Street.**

**1844.**

The Heerengracht, now Adderley street, which runs from the shore of the bay up to the entrance to the avenue in the gardens, was the first built upon in Cape Town. The next parallel to it towards the Lion's Rump was Berg, now St. George's street, the second was Burg street, which still retains its old name, and the third was Lange street, or Long street. It ran in 1844 from the open ground above the Rogge Bay battery in a straight line up to the Orphan Asylum, which was the last building on the right-hand side going up. The picture gives a good representation of the Malay costume of the period. (From a painting by Langschmidt.)

**508. The S.A. Mutual.**

**1845.**

The building of the S.A. Mutual Life Assurance Society, built in 1845 and destroyed by fire about 1890.

**509. Darling Street.**

Shewing the S.A. Mutual Building in 1875.

**510. The First Policy.**

Policy No. 1 of the S.A. Mutual issued to John Fairbairn, the champion of the freedom of the press.

**511. Scene from the Parade.**

Shewing the main barracks and the Commercial Exchange.

**KAFIR WAR, 1846-52.**

**512. Conference at Block Driif,**

**1846.**

30th January, 1846, between Lieut.-Governor Hare and Sandilli.

**513. Battle of the Gwanga.**

8th June, 1846, between the Royal Artillery, 7th Dragoons and C.M.R., and 9000 Kafirs.

**514. Capture of Fort Armstrong.**

22nd February, 1857, by the R.A., C.M.R., Beaufort burghers and Fingo levies.

**515. Attack of the Kafirs**

on the 74th Highlanders in the Kroomie Forest, 8th September, 1851.

**516. South African Army**

(Cavalry brigade), 12th Lancers, Royal Artillery and C.M.R. crossing the Orange river, December, 1851. (The above are from the fine coloured engravings in Maartens' *Paintings Illustrative of the Kafir War*, engraved by J. Harris, 1852-4.)

**EAST LONDON.**

In 1847 the first building, Fort Glamorgan, was erected on the west bank. On 28th December, 1847, the little settlement was named East London. It was not, however, until 1886 that real development took place. In 1875 the total population was 2000. Up to 1873 East London was composed of East London West, East London East, and Panmure, and they were amalgamated in that year.

**517. Towards the West Bank.**

Looking from the public buildings. The foreground buildings were in Caxton street, now occupied by the *Daily Despatch* and Union Castle Buildings. Circa 1886.

**518. Presentation of Colours.**

Presentation of new colours to the Kaffrarian Rifles, 1910.

**519. The "Orient."**

The sailing vessel *Orient* going ashore after breaking away from the tug, 29th July, 1907.

**520. Orient Beach.**

Called after the wreck. As it was in 1904 before the wreck.

**521. Old Pontoon**

across the Buffalo.

**522. Bushview Terrace.**

From Buffalo street, 1886.

**523. Buffalo Harbour.**

Looking towards West Bank. Circa 1886.

**524. First Creek.**

On the Buffalo river.

**525. Green Point.**

Buffalo river.

**526. The Quigny.**

From the Railway Station.

**527. First Creek.**

Shewing old dock gates.



528. **Market Square.**  
From Caxton street west.
529. **East London.**  
Queen's Jubilee procession passing the National Hotel, 1897.
530. **Oxford Street.**  
As it was about thirty years ago.
531. **East London Agricultural Judges.**  
Group of old-time judges taken at the East London Agricultural Show in the early sixties.
532. **River Wall, East London.**  
From the Panmure side looking out to sea. (From an original by H. W. Piers, 1862.)
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533. **C. D. Bell.** 1847.  
Surveyor-general of the Cape, 1847-1872. He was a watercolour artist of considerable merit and a fine draughtsman. He left behind very little of his work, but published several vigorous lithographic plates, chiefly of native types.
534. **Bridge over the Zonder Einde.**
535. **Coming from Simonstown.**  
Two admirable examples of his art in the collection of W. R. Morrison.
536. **Kafir Sketches.**  
A rare lithograph by C. Bell.
537. **The Right Hon. C. B. Adderley.** 1849.  
This gentleman advocated in the House of Commons the views of the colonists against the introduction of convicts in 1849, and was the only member who opposed the abandonment by Great Britain of the Orange River sovereignty in 1854. The Heerengracht was called Adderley street in his honour. (From a lithograph.)
538. **The Anti-Convict Meeting.**  
(From the large coloured lithograph by Bowler.)
539. **Arrival of the "Neptune."**  
The convict ship arrived on February 19th and departed on 21st September, 1849. She carried 47 men of the 91st Regiment and 282 convicts. From the documents in the records of the Harbour Board.
540. **Somerset West.**  
(From Angus's *Kafirs Illustrated*, 1849.)
541. **Wynberg.**  
(From Angus's *Kafirs Illustrated*, 1849.)
542. **Table Bay.**  
A vigorous representation from an aquatint by L. Sabatier, in possession of the Cape Town City Council.
543. **Heeregracht in the Fifties.** 1850.  
From a contemporary lithograph, giving an excellent and picturesque idea of the appearance of Adderley street nearly eighty years ago.
544. **Adderley Street in the Sixties.**  
From corner of Church street, shewing the business premises of Twentyman & Co., Thomson, Watson & Co., Van der Byl & Co., Deane & Johnson, Borradaile Thomson, Hamilton, Ross & Co., Hall & Co., etc.
545. **Adderley Street in the Seventies.**
546. **Colesberg.**  
Shewing the Dutch Reformed Church and burial ground. (From an original painting by T. Barnes, 1850.)
547. **Plettenberg's Beacon.**  
The stone marking the extreme north-east limits of the colony in 1776. About 18 miles west of Colesberg. (In the S.A. Museum.)

## ORANGE FREE STATE.

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548. **Bloemfontein.** 1851.  
The first Dutch Reformed Church. The Rev. Andrew Murray preached here in 1851.
549. **"Familie Blad."**  
Anniversary number, 1880.
550. **President Hoffmann.**  
After the convention of Bloemfontein, 1854, the volksraad elected J. P. Hoffmann as first president of the Orange Free State.
551. **President Pretorius.**  
Martin Wessels Pretorius was a son of Andries Pretorius. In 1851 the British withdrew from the Sovereignty and in 1854 it became the Orange Free State. In 1860 Pretorius, then president of the Transvaal became also president of the Free State, and he had to resign the former office. Subsequently he resigned the Free State presidency and became again president of the Transvaal.

- 552. President Boshoff**  
was elected in 1855 and resigned in 1859. He conducted the state through many of its early difficulties, and did much for the internal regulation of the country.
- 553. President Brand.**  
On the resignation of President Pretorius in 1863, President Brand, a prominent Cape Town advocate, was elected and assumed office in 1864, serving for upwards of twenty years. (Lithograph by McLure and McDonald, 188—.)
- 554. A Free State Passport**  
dated 1897 and bearing the signature of President M. Steyn.
- 555. Bloemfontein.**  
The guns in the foreground are those used at the battle of Boomplaat. (From a rare lithograph by E. Seppings Wright, 1879.)
- 556. Bloemfontein.**  
The old presidency, circa 1875.
- 557. Bloemfontein.**  
A view of the town with game in the foreground. (After a drawing by Baines in the *Illustrated London News*, November 11th, 1868.)
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- 558. Strand Street in 1852.** **1852.**  
From the corner of Burg street, looking towards Adderley street. (From an original watercolour by T. W. Bowler in possession of the Cape Town City Council.)
- 559. Burg Street.**  
Looking towards Strand street.
- 560. Burg Street.**  
Looking towards Greenmarket square.
- 561. Scenes in Kafirland.**  
Troops driving captured cattle up St. Thomas's Mountain.
- 562. On Patrol.**  
On patrol in the Amatolas, April, 1852. A cattle yock on St. Thomas's Mountain.
- 563. A Short Halt.**  
A column on the line of march halted. Here can be seen mingled together cavalry, infantry, artillery, Hottentot levies and Fingoes, with slaughter cattle and pack horse. In the centre is Colonel Eyre, a most distinguished soldier.
- 564. Convoy on the March.**  
These four fine spirited engravings are from a rare book with the plates in colour, *Scenes in Kafirland and Incidents in the Kafir War of 1851-2-3*, from sketches by two officers of the 43rd Light Infantry, folio (Lieuts. L. Graham and H. Robinson), 1854.
- 565. Interview between Lieut.-Governor Hare and the Kafir Chiefs**  
at Block drift. Lieut.-Col. Hare died at sea and was buried at St. Helena. (From coloured lithograph in Darell's *China, India, Cape of Good Hope*, etc., 1852.)
- 566. Kafir Method of Attacking a Waggon.**
- 567. Waggon Road in the Ecca Valley.**  
(From a lithograph in Lucas's *Pen and Pencil Reminiscences*, 1862.)
- 568. Thomas Baines,**  
artist and explorer. Baines was a careful delineator and left behind much work of topographical value and historic interest. He had an adventurous career and his published works include *Scenery and Events in South Africa*, 1852, *The Victoria Falls*, 1865, *The Gold Regions of South Africa*, 1877, *Explorations in South West Africa*, 1852, etc. In 1855 he accompanied Gregory's expedition to Australia and gave his name to Baines river. He arrived in South Africa in 1842, and was associated with Livingstone, Anderson and Chapman. He died in 1875 at Durban. (From the frontispiece to *Gold Regions of South East Africa*, 1877.)
- 569. Main Street, Cradock.**
- 570. Fort Beaufort.**  
(From an original oil painting by Baines, 1851.)
- 571. An Expedition to the Interior.**  
The South African Goldfield's Company's expedition preparing to leave the Market square, Pietermaritzburg. Baines is seen shaking hands with the German leader of the expedition in the midst of a scene of great animation. Why the artist introduced zebra, wildebeeste, buck, etc., it is hard to say, but their presence undoubtedly adds to the picturesqueness of the scene. (Painted by Baines at Lee's farm, Matabeland, 13th March, 1870, the original being in the possession of Sir Charles Smith.)
- 572. The Victoria Falls.**  
The great falls of the Zambesi were first made known by Livingstone, who saw them on his journey from Linyanti to Quilimane in 1855. This view shews a herd of buffalo driven to the edge of the chasm, and is from the coloured lithograph by Baines in his *Victoria Falls*, 1865.



“BIEN DONNÉ,” GROOT DRAKENSTEIN.



**573. The "Conch" landing Burgers and the Malay Corps in Table Bay in 1852.**

(From an oil painting by Thomas Baines.) The "Conch," commanded by Capt. Wm. Bell, carried the troops from Algoa Bay to Port Natal in 1842 to relieve Capt. Smith, who was being besieged by emigrant Boers. In the Jardine Collection.

## THE EVOLUTION OF PARLIAMENT.

The history of parliamentary institutions in South Africa begins with the dawn of civilization at the Cape. Starting with the primitive meetings of sea-captains held by van Riebeeck in 1651, there was a continuous development in the Councils of State—with only two small gaps—until the Union Parliament met in 1910. The story is told in the following twelve pictures which illustrate this gradual development.

**574. When Batavia Ruled.**

**1853.**

During the whole period that the Cape was governed by the Dutch East India Company (1652-1795) the "Council of Policy" in Cape Town was subordinate to the "Council of India" in Batavia. This picture shows the "Council of India" in full session. It is of particular interest as the internal arrangements were copied by the Council at the Cape as closely as local conditions would allow. (From an engraving in Heydt's *Schauplatz von Africa*, 1739.)

**575. "The Fortress of India."**

From 1652 to 1674 the Council of Policy held its sittings in a mud fort built by van Riebeeck, but from 1674 to 1795 and again from 1803 to 1806 it sat in the castle. With the building of the castle the Cape came to be known as the "Fortress of India," its commanders became governors and, soon afterwards, the status of the Council was raised. The members of the Council represented the Dutch East India Company only and every attempt by the burghers to persuade the Company to give them seats in the Council ended in failure.

**576. When Downing Street Ruled.**

This building in the courtyard of the Old Supreme Court Buildings in Cape Town forms a connecting link between the government of the Dutch East India Company and the colonial parliament. For some years after the conquest of the Cape the British governor ruled without a council, but in 1825 an advisory council was appointed which sat in this building from 1827 to 1834. The building was occupied by the nominated legislative council from 1834 to 1854, and when full representative government was granted (1854) was used by the "Upper House" of the Cape Parliament until the existing Houses of Parliament were erected.

**577. The Struggle for Parliamentary Government.**

The dissatisfaction which the colonists had shown from the earliest times with unrepresentative forms of government reached a climax with the Anti-Convict agitation of 1849. Mr. John Fairbairn who had taken a leading part in the agitation was naturally selected as one of the popular leaders in the movement for parliamentary government. Finding himself unable to persuade the existing legislative council to devote themselves solely to the consideration of a new constitution, he resigned from the council and agreed to proceed to England to press his claims on Downing Street. This picture depicts the scene, on the 26th October, 1850, when between two and three thousand inhabitants accompanied him to the wharf and wished him success in his venture. (From an illustration in the *Illustrated London News*.)

**578. "The Lady Jocelyn."**

Fairbairn, who was afterwards joined by Sir Andries Stockenstrom in England, was not able to do very much in Britain. He returned to the Cape broken in health to find his influence on the wane. Meanwhile, however, the proposed constitution had been carefully considered by the responsible officials, and on the 21st April, 1853, the "Constitution Ordinance" giving the Cape a representative parliament was brought to Cape Town by the mail steamer *Lady Jocelyn*. (From an original watercolour in the possession of Mrs. John Fairbairn, showing the ship in a hurricane in the Bay of Bengal ten years later.)

**579. The First Opening of the Cape Parliament.**

At twelve o'clock on the 1st July, 1854, the first opening of Parliament in South Africa took place in the state room of Government House in Cape Town. The ceremony and the proceedings were substantially the same as those followed at an opening of parliament to-day. Seated on the throne is the Lieut.-Governor Mr. (afterwards Sir Charles) Darling. On his right are the members of the legislative council, judges, and representatives of the navy, while on his left are the members of the House of Assembly and representatives of the army. It was not until the present Houses of Parliament were completed in 1885 that the practice of holding opening ceremonies in Government House was abandoned. (From an illustration in the *Illustrated London News*, 1854.)

**580. The Banqueting Hall of the Goede Hoop Lodge.**

With the exception of one session held in Grahamstown (1864) this building was occupied by the Cape House of Assembly from its first meeting in 1854 until it moved into the existing buildings in 1885. It was situated at the top of Grave (now Parliament) street and was destroyed by fire in 1892. Some of the most historic debates of the Cape Parliament took place in this building and some of its most famous members, such as Fairbairn, Molteno, Saul Solomon and Fairbridge, never sat in the buildings now occupied by the Houses of Parliament.

**581. Opening of Parliament in Grahamstown, 1864.**

During the governorship of Sir Philip Wodehouse it became plain that representative government was unworkable with out "responsible" or "party" government. The governor decided to convene the 1864 session of parliament in Grahamstown to win the support of the Eastern Province. It was

the only occasion in the history of the Cape parliament that a session was held outside Cape Town. The Shaw College in High street shown in these pictures was used for the opening ceremony; the old military hospital was used for the House of Assembly and three wooden "Crimea huts" were allotted to the legislative council. The session relieved a parliamentary crisis, but it was not until responsible government was granted in 1872 under the next governor, Sir Henry Barkly, that the parliamentary machine began to work smoothly. (From a wet-plate negative and from an illustration in the *Illustrated London News*, 1864.)

**582. Laying the Foundation Stone of the Houses of Parliament.**

On the 12th May, 1875, the governor, Sir Henry Barkly, laid the foundation stone of the existing Houses of Parliament. The day was proclaimed a public holiday. The building thus begun was never completed, and the corner stone itself has vanished. Extensive modifications were made in the buildings, and it was not until 1885 that the new building was occupied. The troops seen in the photograph are the Cape Volunteer Rifles, the Cape Town Cavalry and the 24th Regiment, subsequently to meet with disaster at Isandhlwana.

**583. The Houses of Parliament from the Adderley Street Entrance.**

Although the two houses of the Cape parliament first met in 1854, it was not until the 15th May, 1885, that they met under one roof in these buildings.

**584. The Advent of Union, 31st May, 1910.**

The movement towards a federal form of government can be traced back to an answer given by Saul Solomon in 1854 to a requisition to stand for the Cape House of Assembly, in which he urged the formation of a "United States of South Africa." A few years later Sir George Grey made a practical attempt that ended in failure. Still later Carnarvon tried and failed, but the idea was kept alive by men like Rhodes, J. H. de Villiers and J. H. Hofmeyr, and after the combined efforts of the four provinces a scheme was drawn up by the National Convention which took effect on the 31st May, 1910. The photograph shows the Houses of Parliament illuminated at night during the "Union celebrations."

**585. Debating Chamber, House of Assembly, 1929.**

At the date of union the debating chamber of the old Cape House of Assembly was converted into a dining room, and a new wing was added to the parliamentary buildings to provide for a larger debating chamber. The speaker's chair, the table of the house and most of the members' benches used to-day are those which were used by the old Cape House, but during the 1928-29 parliamentary recess the old arrangement under which the speaker's chair faced down the length of the room was altered in order to accommodate a larger number of seats, and the speaker's chair as shown in this picture now faces across the chamber. Similar arrangements were tried by the old Cape House in 1866 and again in 1870, but were abandoned after short trials.

**586. The Governor Leaving Parliament**

after the opening ceremony, 26th February, 1915. Botha's commando lining the streets and escort of the 17th Mounted Rifles.

**587. Avenue Lined by C.G.A. and C.T.H.**

The Cape Cyclists Corps preparing to take over escort duty from the 17th Mounted Rifles.

**588. Church Square**

shewing the Lydenburg commando.

**589. Sir Lowry's Road in the Fifties. 1854.**

The buildings are, reading from the left :

1. Portion of Charles Manuels' wool and hide store and tannery.
2. Residence of the Rev. Russell.
3. Cyrus J. Martin, bookseller.
4. T. Rhodes, retired.
5. Cannon Terrace Seminary, conducted by the Misses Buyskes.
6. C. J. Taylor.
7. A. Spolander, watchmaker.
8. Oak street.
9. Soap factory of C. J. Taylor (tall white building, corner of Oak street).
10. Sir John Woodhead.
11. Major T. J. Inglesby, P.A.O.C.V.A.

The buildings in distance seen over the mound of the castle are the flour mills of Daniel Mills & Sons. On the right of the picture are the wall of the early morning market with old water house and the residence of B. Volstedt, the market master. (From a watercolour by Bowler in the collection of Sir Abe Bailey.)

**590. Wall Street.**

**591. Adderley Street.**

(From coloured lithographs by Bowler in the *Pictorial Album of Cape Town*, 1866.)

**592. Church Square. 1854.**

Looking west (from an original watercolour by Bowler).

**593. Church Square. 1870.**

Shewing the Union Chapel where Dr. Philip used to minister on the left. (From an original negative by Barnard.)



**594. Sir George Grey.**

Sir George Grey was governor of the Cape Colony and high-commissioner from the 5th of December, 1854, to the 20th of August, 1859, and from the 4th of July, 1860, to the 15th of August, 1861. A parliament had just been established in the colony, and so a governor who was not a military man was selected by the British authorities. No man who has ever been at the head of South African affairs was more highly esteemed than Sir George Grey, and that by every class of the inhabitants. Greytown in Natal and Glen Grey in the Cape Province are named after him, and Lady Grey after his wife. As a promoter of education, the Grey College in Bloemfontein and the Grey Institute in Port Elizabeth perpetuate his name, and the Grey Hospital in King William's Town bears testimony to his desire to aid the Bantu. (From an illustration in the *Illustrated London News*.)

**595. Statue of Sir George Grey.**

His magnificent gift of rare and valuable books and manuscripts forms an attractive feature of the South African Public Library. In front of the main entrance of the library building, facing the botanic gardens, stands his statue, erected by the colonists in grateful remembrance of his splendid gift. The ceremony of unveiling it, which is shown in this picture, took place on the 10th November, 1864.

**596. Government Gardens.**

A typical scene in the sixties when the bands of the garrison regiments gave performances which were attended by the élite of the peninsula. This picture gives an excellent idea of the costume of the period. (From a coloured lithograph by Bowler in the *Pictorial Album of Cape Town*, 1866.)

**597. Gems from the Grey Collection.**

A special meeting of the S.A. Public Library committee was held on the 30th December, 1861, to receive the following letter from Sir G. Grey who had now been transferred to the government of New Zealand.

“Government House, Auckland, 21st October, 1861.

“My dear Watermeyer,—For thirty years one of the chief delights of my life has been to collect a library, which I hoped would form the charm and recreation of my middle life and of my old age. Thus I have gone on indulging dreams of a tranquil and literary life, which was to be a compensation for the constant activity of my early years. A part of this plan was to publish, from ancient manuscripts, new editions of works, which I regarded as being capable of great improvement. As my views extended, like a foolish man, I prepared for the last years of one life, more work than several men could accomplish in several long lives. At the same time, I have ever found that the period of rest and tranquillity I was to enjoy, flies farther and farther from me as I advance in life. I have, in truth, become involved in duties from which I cannot escape. What I have laid up for myself I can neither use nor enjoy, yet it is selfishly shut up from other men, who might profitably use it, and greatly enjoy it. I had hoped that, after my death, this library, being left to some new country, might prove to it a treasure of great value, to some extent helping to form the mind of each of its generations, as they came following on. But I now feel it to be useless to wait for the period of my own death, to render of use to my fellow-men that which events have rendered of little or no use to me. Many circumstances attach me to the Cape, to the beautiful public gardens of Cape Town, to the public library there, the site for which I chose, the first stone of which I laid, which a great Queen's son opened in my presence, which I may yet, perhaps, be permitted to visit in my old age. I believe South Africa will be a great country, that Cape Town, or its vicinity, will, for many reasons, be the point of chief education for its young men. There can, therefore, be no more fitting or worthy resting place for treasures, which I have accumulated with so much care.”

**598. Miniature from a French “Book of Hours.”**

15th century.

**599. From a Paraphrase of the Gospels.**

10th century.

**600. From the “Speculum” of Gilles de Rome.**

13th century.

**601. Miniature from French “Book of Hours.”**

15th century.

**602. Title Page of the First Folio of Shakespeare, 1623.**

**603. From a 15th Century Antiphonale.**

(All in the Grey Collection.)

## PHOTOGRAPHY IN SOUTH AFRICA.

It is to Sir Joseph Wilson Swan, F.R.S., that the world is indebted for the invention of the present rapid dry plate and bromide printing paper, which have revolutionised the whole practice of photography. In 1877 he was experimenting with silver emulsions, and discovered that an enormous increase in sensitiveness was obtained by heating the emulsion, so that the dry plates so made were from fifty to one hundred times more sensitive than either collodion or Dr. Maddox's emulsion. This discovery was the real starting-point of the change that has made photography not only one of the most popular of amusements, but also a most important aid to scientific progress. Since he did not patent or publicly announce his discovery, but applied it to the manufacture of photographic plates, Swan has not hitherto obtained the recognition to which he is entitled. He, however, patented his invention of bromide paper in 1879, thereby laying the foundation for the production of the printing paper now almost universally used by photographers.



- 604. Early Photograph.** **1854.**  
 Circa 1854. The child in the picture afterwards became the wife of the Rev. Dr. Cameron. The building in the distance is "Bellwood," Sea Point.
- 605. Snasso da Lima.**  
 An old-time Cape character. Edited the *De Versamelaar* in 1827, and produced many almanacs and calendars. The illustration, in Masonic regalia, is from a daguerrotype.
- 606. An Early Photographer.**  
 A Green, a photographer of the sixties, with his portable dark-room on Signal Hill.
- 607. Louis Wepener.**  
 Commandant L. J. Wepener, a gallant officer of the O.F. State in 1868-6 war against the Basutos. He was killed during the attack on Thaba Bosigo on 15th August, 1865. (From a daguerrotype.)

**608. Governors and Prominent Officials.**

Of the Cape Colony from 1854 to 1870. The central figure, Sir George Grey, one of the ablest men that ever was at the head of affairs in South Africa, was governor of the Cape Colony from December, 1854, to August, 1859, and again from July, 1860, to August, 1861. Sir Philip Wodehouse was governor of the Cape Colony from January, 1862, to May, 1870. Lieut.-General Rovert Henry Wynward was acting governor of the Cape Colony from August, 1859, to July, 1860, and again from August, 1861, to January, 1862. Mr. Rawson W. Rawson was secretary to government from May, 1854, to July, 1864. Mr. Richard Southey was colonial secretary from July, 1864, to November, 1872. Mr. William Porter was attorney general from September, 1839, to March, 1866. Mr. Harry Rivers was treasurer general. Mr. E. M. Cole was auditor general. Sir Christoffel Brand was speaker of the House of Assembly. Sir Thomas Maclear was astronomer royal. Messrs. Bell, Watermeyer, and Cloete were judges of the Supreme Court. The separate portraits are of R. Godlonton, the father of the Eastern Province, and J. J. le Sueur, who was first R.M. and C.C., Grahamstown.

### KAFFIR WAR INCIDENTS.

- 609. Landing at Port Elizabeth.**  
 The colours of the 85th K.L.I. going ashore on 7th June, 1856. (From a sketch by Ensign Wilson in *The 85th King's Light Infantry*, 1913, by permission Colonel Gubbins.)
- 610. Types of Uniforms.**  
 Officer and sergeant of the 85th K.L.I. in 1839.  
 Officer in 1827.
- 611. Crossing a Drift.**  
 On the march to Grahamstown, June, 1856.
- 612. On the March.**  
 In the Ecce Pass. The 85th K.L.I., July, 1856. (From *The 85th K.L. Infantry*, by permission of Colonel Gubbins.)
- 613. Band of the 85th K.L.I.**  
 Shewing the uniforms worn during the Kafir War, 1851. (From a sketch by R. Ebsworth in *The K.L. Infantry*, 1915, by permission of Colonel Gubbins.)
- 614. Charles John Andersson.** **1856.**  
 Explorer and author. He published *Lake Ngami*, 1856, *The Okavango River*, 1861, and, after his death, *Notes on the Birds of Damaraaland*, 1872, *The Lion and the Elephant*, 1873, and *Notes on Travel*, 1875. (From the engraved portrait in *The Okavango River*, 1861.)
- 615. House in Britenkant Street.**  
 Andersson lived here when he was at the Cape.
- 616. Ichaboe Island. 1843.**  
 (From a picture by C. J. Andersson.) Ichaboe, on the western coast of South Africa, is a volcanic rock three-quarters of a mile in circumference, at its highest point not more than thirty feet above the level of the sea. The deposits of guano were forty feet in depth in places.
- 617. Crossing a Burning Prairie.**  
 A veld fire scene by C. J. Andersson.
- 618. H.R.H. Prince Alfred** **1860.**  
 (afterwards Duke of Edinburgh) as a midshipman. (From a portrait by Winterhalter.)
- 619. Prince Alfred**  
 tipping the first truck load at the commencement of the building of the breakwater. (From *Prince Alfred's Progress*, 1860.)
- 620. Music.**  
 Title page of a song, "Prince Alfred's Welcome," composed by G. S. Darter, 1860.
- 621. Breakwater.**  
 Tilting of the first load of stones in the breakwater on 17th September, 1860, by H.R.H. Prince Alfred. An exceedingly vigorous representation of the scene. (From the original monochrome in oils by T. S. Baines in the collection of Sir Abe Bailey.)
- 622. H.M.S. "Euryalus,"**  
 with H.R.H. Prince Alfred aboard, leaving Table Bay. A fine seascape full of life by T. Baines, now in the possession of H.R.H. the Prince of Wales.

- 623. Cape Town.** 1860.  
A photographic study of great interest shewing the prevalence of the Eastern type of flat roof, and giving a distinct feeling of the Orient.
- 624. Kingwilliamstown.** 1864.  
Shewing the town with the hospital on the right.
- 625. The Kowie.**  
Looking seawards. (Both lithographs from Bowler's *Kafir Wars and British Settlers*, 1864.)
- 626. Fort Beaufort.**  
With an animated group in the foreground. (From a lithograph in Bowler's *Kafir Wars and British Settlers*, 1864.)
- 627. Plan.**  
Shewing section and plan of tower at Fort Beaufort. (From the original by Lieut. Williams, 1857.)

1865.

## ROWING.

No amateur sport in South Africa has a more honourable record than rowing. It is not easy to say when regattas were first held, but there is evidence that they date back to the second British occupation and continued down to 1914 when 97 per cent of the Table Bay oarsmen responded to their country's call and returned to find their old boating wharf destroyed and no provision made for the handling of their craft. From the Cape the sport spread to Port Elizabeth, Durban and East London, and then won its way inland, and the only competitor for the rowing events at an Olympia came from the waters of a Johannesburg dam. Well known South African names were closely associated with rowing, and at the moment an old oarsman occupies the chair of Van Riebeeck.

- 628. Civil Service Crews in the Sixties.**
- 629. The Alfred Crew, 1878.**  
The captain, Mr. C. Lewis, M.L.A., rowed No. 5, being past 50, and was mayor of Cape Town at the time.
- 630. Regatta.**  
This shews the docks in the early eighties—a tub race being in progress. The large number of racing craft shews how popular the sport was. There are also to be seen the old cargo boats and the four-oared liquor boats from which refreshment was dispensed to the jaded crews.
- 631. Port Elizabeth Footballers.**  
Teams : Home Born versus Colonials, in the sixties.
- 632. Cycling.**  
Y.M.C.A. (Cape Town) Cycling Club. A meet about 1900.
- 633. Bowls.**  
The Gardens Bowling Green, 1905.
- 634. T. W. Bowler.** 1866.  
Thomas W. Bowler, a skilful and accurate topographical artist, came to South Africa in the employ of Sir Thomas Maclear. He later became a teacher of art, and published many plates to which we are indebted for much of our pictorial knowledge of the past. In addition to an enormous mass of original work he published *Kafir Wars and British Settlers*, 1865, *Five Views of Cape Town*, 1850, *Pictorial Album of Cape Town*, 1866, and other works and single plates. He died in 1869.
- 635. Advertisement**  
of T. W. Bowler.
- 636. Sketches by Bowler.**  
Sketching club at Clapperton's Mill, Camp Ground ; *Alabama* in Table Bay ; ship riding out a storm.
- 637. Abraham de Smidt.**  
At one time surveyor-general of the Cape. Mr. de Smidt was a pupil of T. W. Bowler and a talented landscape artist. His medium was watercolour, and he left behind a large number of finished drawings of a high order of merit.
- 638. Old Military House.**  
Top of Albion road, Rondebosch.
- 639. Bantry Bay.**  
Two typical examples of Mr. de Smidt's work.
- 640. Cape Town.** 1866.  
Panorama from Table Bay, shipping in the foreground. (From Bowler's *Pictorial Album of Cape Town*, 1866.)
- 641. Cape Town.**  
Panorama from the Lutheran Church. (From the rare lithograph by Bowler, after Capt. W. S. Sherwill of the Bengal Army.)
- 642. H.R.H. The Duke of Edinburgh.** 1867.  
Photograph taken in Selkirk's Studio, Cape Town.

**643. The Docks.**

Laying the foundation stone by the Duke of Edinburgh in 1867.

**644. Early Breakwater.**

The commencement of the work on the breakwater.

**645. Capstan.**

Used in hauling small vessels on the patent slip, built by de Pass, Spence & Co. The Wessels tomb is to be seen on the hill.

**646. Passing Along Darling Street.**

The Duke of Edinburgh passing along Darling street, 1867. (From a rare lithograph by Bowler, in the possession of L. Mansergh, Esq.)

**647. The Duke of Edinburgh.**

The duke and party off the Knysna Heads in H.M.S. *Racoon* and *Petrel*.

**648. Elephant Hunt.**

The duke hunting in the Addo Bush. The charge. (From the *Illustrated London News*, 2nd November, 1867.)

**649. Greenmarket Square.**

**1870.**

Cape Town, circa 1870.

**650. Rogge Bay.**

Shewing the fishing jetty, circa 1900.

### THE DIAMOND MINES.

The first diamond was found in the Hope Town district, and it was not until three years later that diamonds were discovered where the Orange and Vaal rivers meet. In 1870 came the first "rush" and 10,000 diggers flocked to the banks of the Vaal. Klipdrift (Barkly West) and Pniel in turn became camps and there was a rush to Colesberg Kopje. Then came the action of the Transvaal proclaiming the diamond area within the republic; the formation of a republic and the arrival of Sir Henry Barkly, and finally the Keate award. Meanwhile the dry diggings proved the attraction and a large town grew round Du Toit's Pan Kopje, followed by Bullfontein and old De Beers. In 1871 the Kimberley mine was opened, and it soon became a complicated system of cableways, whilst working conditions were exceedingly difficult. In 1875 occurred the rebellion which ended on the arrival of troops from the Cape and by the appointment as acting administrator of Sir Charles Warren. In 1880 Griqualand West was incorporated in the Cape Colony. Kimberley became a municipality and, since the great amalgamation and the rule of de Beers, bears no resemblance to a mining camp. Indeed, practically the only reminder of the early days is the huge hole, said to be the biggest in the world.

**651. The Diamond Diggings.**

**1870.**

A picture full of life and movement, typical of the early days on the fields. (From the *Illustrated London News*, 31st August, 1872.)

**652. Dutoitspan Mine.**

**653. Kimberley Mine.**

**654. The River Diggings.**

**655. Dutoitspan.**

**656. Sorting Diamonds.**

**657. Early Kimberley.**

**658. The Market Square.**

**659. Workings.**

Shewing the complicated ropeways.

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### THE TRANSVAAL FROM 1872.

**660. President T. F. Burgers.**

A brilliant speaker and a man of talent and enlightened views. Was a minister of the D.R. Church. In 1866 he was suspended from his ministry on account of his liberal views, but on appeal to the supreme court the sentence was declared null and void. In 1872 he was elected President of the Transvaal, and held office until the first annexation by the British.

**661. The President and Family.**

Taken shortly before his trip to Europe in connection with the Delagoa Bay railway in 1875. It was taken on the stoep of the old Presidency on the Market square, Pretoria.

**662. Mrs. Van Hees.**

Authoress of the *Transvaalsch Volkslied*.

**663. Gold Nugget and Burger Sovereign.**

The nugget "Perseverance" was found on 16th December, 1874, and weighed 119 ozs. 2 dwt., its size being 5½ ins. long by 4 ins. thick. It was found at Pilgrim's Rest by Natal diggers and was purchased by President Burgers.

In 1874, when gold was discovered in the Transvaal, the volksraad decided to have sovereigns struck bearing the president's head and the arms of the Transvaal. A picture of the President was sent to England but was broken. Mrs. Burgers was in England at the time and, when the engraver called for a portrait, there was not one available, so she pointed out features of the children which most resembled their father and a complete sketch was made which was used for the coin. The Burger sovereign is to-day almost the rarest of all South African coins.



**664. The Transvaal Volkslied.**

Catharine van Hees was a daughter of Admiral van Hees, who was a great friend of President Burgers, had composed several operas and other music. While Mr. Burgers was in Europe in 1875 he met Miss van Hees, and she asked what she could do for him, and the president replied: "Write me a volkslied for my country." Thereupon and in three hours she wrote the words and music of the Transvaal Volkslied. It was published and it was rendered for the first time at a dinner in honour of Mr. Burgers at Arnheim in Holland. In South Africa it was heard for the first time in the D.R. Church, Adderley street, where, years before, Mr. Burgers had preached his first sermon.

**665. President S. P. J. Kruger,**

who will live for ever in the memory of all South Africans as Oom Paul, was a born statesman. Deeply religious, and somewhat intolerant, he was shrewd and as brave and strong as the proverbial lion. A rugged son of the soil, he was the father of his country. Born about 1825 he participated as a boy in the great Trek, and was present at Vecht Kop. He was a commandant in the Schoeman-Pretorius affair of 1857. He drove Schoeman out of Pretoria and captured Potchefstroom. In due course he became commandant-general. Then came the annexation and the subsequent hostilities with Kruger a member of the triumvirate. In 1883 he was elected president, and retained the office until his death.

**666. General P. J. Joubert.**

For many years was commandant general of the Transvaal. He opposed President Kruger as a candidate for the presidency.

**667. The President's Coach.**

The last inauguration ceremony of His Honour as State President of the Z.A.R.

**668. President Kruger.**

The president's body in the chapelle ardente on board the *Batavier* in Cape Town Docks. (Photograph by P. M. Turquand.)

**669. St. George's Street.**

**1875.**

Looking towards the Cathedral. The shop under the lamp is where George Meredith's father conducted his tailoring business.

**670. Adderley Street. Circa 1875.**

**671. The Commercial Exchange.**

In course of demolition. The Commercial Exchange, erected in 1819, was removed to make room for the present Government Post Office.

**672. Kalk Bay.**

(From an original negative by Barnard in 1875.)

**673. Strand Street in 1875.**

Shewing the buildings in the centre which were removed to widen St. George's street.

**674. Strand Street in 1900.**

During the Boer war, and shewing the passage of Canadian Field Artillery.

## THE ZULU WAR.

In January, 1879, the Zulu war broke out. It opened with the reverse of Isandhlwana and the defence of Rorke's Drift. There were two more Zulu victories at Intombi river and Hlobane mountain, where the gallant Piet Uys was killed and where Buller won his V.C. Then followed British successes at Kambula and Inyezani river, and finally the total defeat of the Zulus at Ulundi on July 4th. After the war Cetewayo was captured and went to England, and on his return in January, 1883, was again allowed to be king of the Zulus. In 1887 Zululand was declared British territory.

**675. Attack on a Laager.**

**1879.**

An attack on a laager. (From a drawing by H. W. Overend in the *Illustrated London News*, 5th April, 1879.)

**676. The Prince Imperial.**

The only son of Napoleon III. and Prince Imperial of France, volunteered for service with the British in the Zulu war. He was killed, whilst attempting to mount his horse during a reconnaissance, by the Zulus on June 1st, 1879. (From Mackinnon and Shadbolt's *Memorial Volume of the Zulu War*, 1880.)

**677. Rorke's Drift.**

Immediately after their success at Isandhlwana, the Zulus detached impis many thousands strong to wipe out the ill defended post at Rorke's drift. There were many sick and wounded in the temporary hospital there. The European force was about 140 and the Zulus several thousands. Outnumbered by 30 to one, the little garrison repulsed for twelve hours the attack and inflicted a loss in killed alone on the enemy of over 500.

**678. Sketch in Bromhead's Post.**

All's well!

**679. Interior of Old Rorke's Drift Post.**

Rorke's Drift Mission, shewing the hospital after the fight. (From contemporary illustrations in the *Illustrated London News*.)

**680. Isandhlwana.**

Revisiting the battlefield. On the morning of January 22nd, 1879, the British army in Zululand suffered a heavy reverse on the ill-fated field of Isandhlwana, when the British defending force was overwhelmed by the Zulu impis and 53 officers and 1,400 men were killed. Two months after the fight the field was revisited and this picture gives a very good idea of the scene which met the eyes of the party which visited the field in order to bury the dead. (From *Illustrated London News*, 1879.)

**681. Basuto War.**

View of the scene of Colonel Carrington's operations. Taken from the high lying hill at Jackalsfontein, Caledon river district, Orange Free State. (From a lithograph panorama—Saul Solomon & Co.)

**682. Group of Officers.**

who participated in the Basuto Campaign, 1879-80. Captain Whindus (pouring out liquor), Captain Murison (lying against anthill), Lieut. Stevens, Captain Hardy, Captain Searle, Dr. Faulkner, Lieut. Turner, Lieut. W. Currie, Captain Leech, and Captain Furness. Captain St. Leger is holding a mug in his hand.

**683. Moshesh.**

Moshesh was born about 1794, and died in 1870. He founded the Basuto tribe by collecting together the fragments of many clans scattered by war, and governing them judiciously. He was greatly assisted by missionaries of the French Evangelical Society, who settled in his country. He was a living proof that individuals of the Bantu family are capable of rising very high in power of mind, for as a diplomatist he has never had a superior in South Africa, and as a military strategist he surpassed an able British general and the most skilful burgher commandants. In his early years he was not scrupulous about putting possible rivals out of the way, but when his power was secure his government was the mildest known to Bantu tribes. (From a drawing by Schroder.)

**684. Capture of Sekukuni's Stronghold. 1880.**

A spirited drawing by J. Nash from the *Graphic* of 24th January, 1880, shewing the kopje being stormed by the military method of the day.

**685. Sekukuni Arriving in Pretoria.**

Shewing the old church on Church square. (From the *Graphic*, 21st September, 1880.)

**686. Sir Charles Warren**

as governor of the Diamond Fields.

**687. Sir Charles Warren.**

Entry into Vryburg.

## TRANSVAAL WAR, 1880-1.

The Transvaal war, which lasted less than a year, broke out in December, 1880. On December 20th came the affair of Bronkhurst Spruit. On January 28th the indecisive battle of Laing's Nek, was followed on February 8th by the reversal at Ingogo, and then on 20th February came the disaster at Majuba. Peace was concluded on August 3rd, 1881. During the siege of Pretoria the Chief Justice became a sanitary inspector, and a puisne judge an issuer of rations. There were 3,700 all told in camp during the siege. The *News of the Camp* was edited by Duval and Deecker and ran for forty issues, the first issue being on Christmas Day, 1880.

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**688. Transvaal War, 1880-1.**

Shewing portraits of W. P. Joubert, N. Smit, H. Schoeman, and others.

**689. Siege of Pretoria.**

On the *qui vive*. Cattle and grass cutting patrol. The most prominent grass cutter was the government auditor.

**690. The Deserted Village.**

Church street during the siege.

**691. Pretoria Rifles.**

Great Redoubt garrison, Major F. le Mesurier, R.E., commandant.

**692. Serving Out Rations.**

**693. Weighing Meat.**

**694. Slaughtering.**

**695. Making Biltong.**

**696. Grass Cutting Party**

of Pretoria Rifles. The chief grass cutter being an advocate of the High Court.

**697. A Civil Laager**

from the quarries.

**698. Wood Chopping Party.**

**699. The Convent Redoubt.**

**700. Christmas Day in the Camp.**

Office of the *News of the Camp*.

- 701. Colonel Gildea**  
interrogating a scout.
- 702. Nourse's Horse.**
- 703. Pretoria Rifles.**  
No. 2 Company.
- 704. Fort Commeline and Garrison.**
- 705. Fort Royal and Provost Marshall.**
- 
- 706. Zulu War.**  
Fort and camp at Dundee. (From the *Illustrated London News*.)
- 707. Vryheid.** 1886.  
Lucas Meyer and officials of the short-lived New Republic, Vryheid, 1886.
- 708. Men of the Day.**  
Circa 1891. A group of prominent South Africans with separate portraits of Dr. Jameson and Mr. A. de Pass.
- 709. Men of the Day.** 1895.  
Circa 1895. Shewing Lord Loch, C. J. Rhodes, C. J. Kotze, J. W. Sauer, J. X. Merriman, and others; also Mr. Sauer on horseback and the Rhodes ministry.
- 710. Groote Schuur and C. J. Rhodes.**  
As it appears to-day. Groote Schuur was originally the grain store or great barn of the Dutch East India Co. The homestead and estate was purchased by Mr. C. J. Rhodes and it was destroyed by fire. It was rebuilt, preserving its original appearance. Under Rhodes's will Groote Schuur was bequeathed to the Union to serve as a residence for the Prime Minister, together with its priceless contents of fine old colonial furniture, silver, porcelain, glass and books.
- 711. C. J. Rhodes**  
in camp in Rhodesia.
- 712. Site of His Tomb.**  
Rhodes and Sir Thomas Smartt on the site which was afterwards Rhodes's grave in the Matoppo.
- 713. Muizenberg Cottage**  
where Rhodes died.
- 714. Funeral Cortège.**  
The coffin in front of St. George's Cathedral.
- 715. Onder Schuur.**  
Later named Westbrooke, and now the residence of the governor-general. (From a sketch by J. de Smidt, after Bowler.)
- 716. Westbrooke.**  
Formerly the residence of G. P. Moodie and now of the governor-general.
- 717. Newlands House.**  
Circa 1880.
- 718. Lord Rosmead.**  
Was twice governor of the Cape. As Sir Hercules Robinson he assumed duty in 1880 in succession to Sir Bartle Frere, and served until 1889. His second period as Lord Rosmead was from 1894-1897.
- 719. Mossel Bay.**  
Two views of Mossel Bay about thirty years ago, before the railway was constructed.
- 720. Koopmans de Wet House.**  
This house in Strand street was designed by Thibault and was the home of the late Mrs. Koopmans (born de Wet) and after her death of her sister, the late Miss M. de Wet. Upon her decease the house and most of the contents were purchased by public subscription and is now the Koopmans de Wet Museum.
- 720a. The exterior to-day.**
- 721. Advocate J. J. de Wet.**
- 722. Interior of the House**  
as in Miss de Wet's time.
- 723. Melk Candelabra.**  
Formerly in the Lutheran Church and now one of the treasures of the Koopmans de Wet Museum.
- 724. Glass.**  
Fine group of engraved bokals and decanters at Groote Schuur.
- 725. De Lettre Glass.**  
Engraved glass, presented by Louis XIV. to Mons. de Lettre, then consul for France at the Cape.
- 726. Bokaals.**  
Two finely engraved eighteenth century bokaals.





THE DROSTDY, STELLENBOSCH.



SEAL OF THE DROSTDY.

**727. Masonic Glasses.**

Two charging glasses, engraved with Masonic emblems, used in one of the earliest of Cape Town lodges. The property of the Misses Buyskes.

**728. Pioneer Aviation in South Africa.**

Rear Admiral Weston, the pioneer of South African aviation, commenced his experiments in 1888, but until 1907 these were spasmodic. In 1907 he was staying in the Brandfort district, O.F.S., and began the construction of an aeroplane which was completed in 1908—the first machine to be built in Africa. From 1909 to 1913 he made Brandfort his headquarters and gave exhibition flights throughout the Union. In 1913 a storm destroyed his hangar and aeroplane, and no sooner was everything reconstructed when a fire swept away machine, records and plans. His first flights were made in 1909. The illustrations are of the first machine, a flight, and various printed notices relating to the venture.

**729. Interior of the Mendelssohn Library.**

**730. Ditto.**

This remarkably fine collection of Africana, bequeathed to South Africa by the late S. Mendelssohn, forms part of the library of Parliament. Students and research workers are encouraged to make use of the collection and are doing so in increasing numbers. Many of the illustrations in this exhibition are from pictures in the Mendelssohn Collection.

**731. D. C. Boonzaier.**

The well known South African cartoonist and caricaturist, talking to the late A. D. Donovan. Examples of his art :—

**732. Colonel Creswell.**

**733. Howard Pim.**

**734. C. J. Sibbett.**

## SHIPWRECKS AND SHIPPING.

From the earliest times the shores of Africa were fraught with danger to the mariner. Formerly called the Cape of Storms or Il Cabo Tormentoso, the Cape of Good Hope and the neighbouring coasts have proved the graveyard of many a tall ship and of many thousands of those who go down to the sea in ships. In the following pictures are depicted some of the more notable of the maritime disasters associated with this country : *The Jonge Thomas*, *Grosvenor*, *Sceptre*, *Birkenhead*, and others. Under this heading will be found pictures of notable shipwrecks, types of ships, lighthouses, etc.

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**1500.**

**735. Shipwreck of Pedro Cabral's Fleet.**

On 9th March, 1500, 13 ships sailed from Lisbon under Pedro Cabral. He was accompanied by the veteran Bartholomew Dias, who was charged with the foundation of a factory at Sofala. After discovering Brazil in the last week in May, his ships were becalmed not far from the Cape with all sail set to catch the faintest breeze. Suddenly, and before sail could be shortened, a tornado sprang up and four ships foundered with all hands. Among those drowned was Bartholomew Dias. This interesting picture shews *The Luiz P.* (reached Portugal), *Gaspar de Lemos* (returned to Portugal), *Pero Dias* (ran with the gale to Mogadoc near Guardafui Cape and met Cabral), *Pero de Athayde* (lost), *Vasco de Athayde* (lost in the tempest), *Pedro Alvarez Cabral*, *Nuno Leitao*, *Simeao de Miranda* (collided in the tempest with Cabral's vessel but was miraculously saved), *Simao da Pima* (lost in the tempest), *Ayres Gomez da Silva* (lost in the storm), — (lost near Melinde), *Bartholomew Dias* (lost in the tempest).

**736. Wreck of the "St. Alberto."**

**1593.**

Woodcut from the title of a rare pamphlet, *Naufragio da Nao Santo Alberto . . . por Joas B. Lacanha, Lisbon, 1597.* The *St Alberto* on 24th March, 1593, struck near the mouth of the Umtata river. 28 Portuguese and 34 slaves were drowned, and 125 Portuguese (including 2 ladies) and 160 slaves were saved. The survivors proceeded overland to Delagoa Bay and completed the journey of 300 leagues in 88 days, losing on the way 8 Europeans and 95 slaves.

**737. Stern of the "Royal Charles."**

**1670.**

An English second-rate of the second class, 1670.

**738. Stern of "La Soleil Royal."**

A French man of war of the time of Louis XIV.

**739. The "Royal Princee."**

**740. Hull of a Spanish Warship.**

A second rater, circa 1680.

**741. Section.**

Shewing the gun deck of an English man of war.

(All the above are from Charnock's *History of Marine Architecture*, 1801.)



**742. Wreck of the "Visch."**

**1740.**

On May 5th, 1740, the Indiaman *Visch* cast anchor in the open roadstead. The captain mistook the light from a little fort at Camps Bay for the light from Robben Island and she came ashore. The original of this illustration is an oil painting done on the spot by a painter in the train of the governor, Swellengroebel, and now in possession of the S.A.P. Library. The picture is valuable as shewing contemporary costume. The lady is said to be the daughter of the former Governor van Kerwel. Theal says the sick men between decks were drowned. Otherwise only one of the crew was drowned.

**743. The "City of Lincoln."**

On August 14th, 1902, there was a terrible gale in Table Bay and the *City of Lincoln*, with cattle aboard, drove ashore at Salt river mouth and became a total wreck. By the aid of the breeches buoy, as seen in this illustration and which affords an interesting comparison with the method used in the *Visch*, all aboard were saved.

**744. Wreck of the "Jonge Thomas."** **1773.**

In Table Bay on the 1st of June, 1773. Contrary to the instructions of the directors of the East India Company, there were five Indiamen in Table Bay on the 1st of June, 1773, when a gale from the north-west set in. A little after dawn one of them—the outward-bound ship *Jonge Thomas*—was driven from her anchors and cast on the beach beyond the mouth of Salt river. It was seen that the wreck could not hold together long, but for some time nothing was done to save her crew. In the course of the morning, however, a dairyman named Wolraad Woltemade visited the scene of the disaster, and being mounted on a powerful horse, he dashed into the breakers and reached the ship's side. With two men holding to the horse's tail he returned to the shore, and this feat he repeated until he had saved fourteen of the crew. In the next venture he was swept under a breaker and was drowned. Shortly after this the wreck broke up, when 138 men lost their lives and 53 reached the land, making 67 in all. (From an engraving "De Held Woltemade" by Noveringh and Allart, after Frankendaal, 1775.)

**745. Another Picture.**

(From the *Naval Chronicle* mezzotint by Medland, after Romney, 1800.)

**746. Another Picture.**

(From an engraving in the S.A. Public Library.)

**747. Another View.**

(From Van Kampen's *Afrika en dezelfs Bewoners*. 3 volumes. 1828-9.)

**748. Plan of Saldanah Bay.**

Shewing the operations of the squadron of Commodore Johnstone in his attack on the five Dutch East India Co.'s ships on July 21st, 1781. (Drawn by Lieut. d'Auvergne, R.N., and published in the rare pamphlet, *A Letter to Lord Viscount Howe on the Subject of a late determination at a Cockpit in a Prize Cause*, 1787.)

**749. East Indiaman.**

A typical East Indiaman of the period entering Table Bay.

**750. Wreck of the "Grosvenor."** **1782.**

The *Grosvenor* sailed from Trincomalee on June 13th, 1782, with a complement of 150. She was believed to be a day's sail from the African shore when, on August 4th, land was seen ahead. Orders to wear ship came too late. She was in the breakers and struck north of the Umzimvubu river. She soon broke up and a portion of the poop upon which the passengers had crowded drifted ashore, with the loss of 14 drowned. Three days later they started on their overland journey to the Cape. After sufferings and hardships, which have provided the theme for many a romance, 18 reached the Dutch settlement, the others having perished in the Kafir country. The story of the *Grosvenor* has been told in poem and story and is retold to-day, whilst innumerable efforts have been made to salvage the treasure she had on board. (From an aquatint by Jukes, after Smirke, 1784.)

**751. Lord Keith.** **1795.**

Sir George Keith Elphinstone with a fleet of 9 ships of war arrived in Simon's Bay on 11th June, 1795. A Dutch force was posted at Muizenberg in a strong position which was shelled by the ships, while a force under General Craig gained the position. Reinforcements arrived under General Clarke and a strong force marched on the Cape which met with very little opposition, and on 16th September, 1795, the colony was surrendered by Commissioner Sluysken. Admiral Elphinstone proceeded to India, but returned in time to protect the colony from a Dutch fleet under Admiral Lucas. This fleet put into Saldanha Bay, was shut in by the British and compelled to surrender without firing a shot. (From a painting by Hoppner.)

**752. Wreck of the "Grosvenor."**

(From Carter's narrative, shewing how the survivors reached the shore.)

**753. Indiaman Refitting at the Cape.**

Circa 1800. (From an aquatint in the *Naval Chronicle* of the period.)

**754. Wreck of the "Sceptre."** **1799.**

On November 4th, 1799, the *Sceptre* (64), the *Jupiter* (50), the *Oldenburg* (64) and 12 other ships were lying in Table Bay. At 7 o'clock in the evening of November 5th, all anchors having parted, the *Sceptre* drove at the mercy of the waves, until at 7.10 when she struck broadside on to the shore. The vessel broke up. The poop washed away with 80 men on it and all were drowned. One mate, 2 midshipmen, and 47 were all that were saved, and of these 9 died from wounds. There perished the captain, 11 officers and 348 of the crew. 100 were buried on the beach and the remainder at a place near the hospital. The *Oldenburg* and 8 other ships were also wrecked, but the *Jupiter* rode out the gale. (From the mezzo frontispiece in *Gleanings in Africa by an English Officer*, 1806.)



- 755. Wreck of the "Sceptre."**  
Another view from a separately published account, circa 1803.)
- 756. The "Sceptre's" Guns.**  
Sketch by Lady Anne Barnard of ruins and guns of the *Sceptre*, from Woodstock beach looking towards Craig's tower. The reef visible at low tide is still known as *Sceptre* reef.
- 757. Off the Cape—Man Overboard.** 1824.  
A mountainous sea dominates the picture, and in the foreground is the unfortunate sailor. The ducks in the nearby coop appear to be watching the scene with interest. (From an aquatint by and after W. Daniell, 1824.)
- 758. Table Bay.**  
(From an original watercolour, artist unknown.)
- 759. The H.C.S. "Thomas Coutts."** 1826.  
Entering Bombay harbour, 2nd June, 1826. A typical East Indiaman of the period. She made the quickest voyage, out and home from England to China, on record, being 10 days within a year. (From an aquatint by Huggins.)
- 760. The "Jessie" and "Eliza Jane."** 1829.  
In Table Bay, Cape of Good Hope. This is one of the rarest of South African engravings. (Aquatint by Duncan, after Huggins, 1829.)
- 761. Wreck of the "Hope."** 1840.  
The Cape of Good Hope Steam Navigation Co., formed in 1836, was South Africa's first steamship company. In 1838 the *Hope* arrived after a journey of 57 days, she having been purchased by the company. She undertook the coastal voyage to Algoa Bay, and was of 240 tons and schooner rigged. Within two years of her first voyage she ran on a reef on March 14th, 1840, and became a total wreck. (From a lithograph by H. A. H. Whitaker, circa 184—.)
- 762. Original Prospectus**  
and share in the Cape of Good Hope Steam Navigation Company. The former contains many signatures of prominent South Africans who subscribed to the undertaking.
- 763. The "Memnon."** 1845.  
The H.E.I. Co.'s steam frigate *Memnon*, 1143 tons, 400 h.p., in Table Bay. (From a lithograph by Fairland, after C. L. Gunston, dedicated to the hon. court of directors.)
- 764. "John Paterson"**  
landing N.S.W. Lancers, 1899.
- 765. "John Paterson."**  
The *John Paterson* disappeared in June, 1906. She had been disabled in a storm and a passing steamer took off her crew near Cape Hangklip. The captain stuck to the ship thinking he could bring her safely to port. At the time of her loss she was connected with the fishing industry.
- 766. Wreck of the "Birkenhead."** 1852.  
The *Birkenhead* disaster is a story of heroism and discipline which will live through the ages. The *Birkenhead* was conveying reinforcements to the seat of war in Kaffraria when at 2 o'clock in the morning of February 26th, 1852, she struck on a sunken rock off Danger Point. In twenty minutes she went to pieces. Perfect order prevailed whilst the women and children were conveyed to safety. As on parade the troops awaited the order to save themselves, and when it came the shark infested sea and rock bound coast accounted for 437 gallant lives. (From a coloured lithograph after a painting by Lieut. Bond Shelton, a survivor.)
- 767. Account**  
from the record of the Cape Town Chamber of Commerce.
- 768. The Screw Steamship "Antelope."** 1853.  
The *Antelope* was a barque-rigged vessel of 1000 tons and 300 h.p., built 1853. (From a rare lithograph by Dutton, after Walters, 1853, in the Jardine Collection.)
- 769. Gale** 1857.  
of 10th June, 1857. A fine vigorously painted storm effect by T. W. Bowler, from the old south jetty looking eastward.
- 770. The "Great Eastern."** 1858.  
This leviathan ship was designed by Sr J. Brunel. She was 688 feet long, 82 feet 8 inches in breadth and 48 feet 2 inches in depth; gross tonnage 18,915, and displacement 32,160 tons. She was launched in 1857 and was many times larger than the largest ship when she was built, and her designed speed was 14 knots. She was equipped with six masts and five funnels. Originally named the *Leviathan*, she stuck when being launched and the company which ordered her went bankrupt. She was renamed the *Great Eastern* by a new company and met with continual misfortune. In 1865 she laid the Atlantic cable. She carried a crew of 371 and, whilst on the Australian route in 1869, visited Cape Town. Eventually she became a floating exhibition, and finally the "White elephant of the ocean," built fifty years before her time, was broken up. (From an illustration in the *Illustrated London News*, 23rd June, 1860.)
- 771. The "Great Eastern" in Table Bay.**
- 772. The "Great Eastern."**  
Title page of a descriptive pamphlet, circa 1858.

**773. Figure Heads.**

At Imhoff's Gift, Kommetje. These were purchased by a former owner some forty years ago from vessels broken up at Simonstown. They are fine examples, and have been carefully preserved by their present owner.

**774. James Barry.**

**1859.**

Founder of the firm of Barry Brothers & Nephew. Came to the Cape in 1815, and was a member of the legislative assembly for many years. He died in 1865.

**775. The "Kadie."**

Screw steamship of 157 tons which belonged to Barry Bros. and traded from Port Beaufort. She arrived at Port Beaufort on her maiden voyage, 26th September, 1859, and is shewn here on the slip at Cape Town. She coasted for six years, and in November, 1865, stranded on the west bank of the Breede river. Her bell and some of her furniture are preserved at Mr. Barry's farm, Port Beaufort.

**776. Off Port Beaufort.**

The *Kadie* off her home port.

**777. Store at Mossel Bay.**

Barry Bros.' store. (From a drawing by Bowler.)

**778. Swellendam.**

Barry Bros.' old wool store.

**1863.**

**779. The Confederate Cruiser "Alabama."**

This notorious commerce raider, which cost the British Government an enormous sum, arrived in Table Bay on August 6th, 1863, and captured the Federal brig *Sea Bride* in sight of land. Admiral Semmes, the commander, was lionised during his stay in Cape Town. (From an oil painting which depicts the *Alabama* having captured the *Tonowanda*, in the collection of Major Jardine.)

**780. Admiral R. Semmes.**

(From the frontispiece to his book.)

**781. Lieut. Wilson of the "Alabama"**

in Confederate uniform. (From a photograph taken by Ashley in Cape Town.)

**782. Wreck of the "Athens."**

**1865.**

In Table Bay in the great gale on Wednesday, the 17th of May, 1865. When the gale set in the *Athens* got up steam to relieve the strain on her cables, but as night was setting in the last of these snapped. She then tried to stand out to sea under full steam, and as long as could be seen she was making some little headway. Off Mouille Point lighthouse either her machinery broke down or her fires were put out by the great seas that broke over her, and she was dashed upon the rocks. It was about seven o'clock in the evening, and quite dark, when she struck. People gathered quickly on the shore, but though she was not far away it was impossible to rescue those on board. Their shouts were heard for more than two hours, and then the *Athens* went to pieces and the thirty men that were in her perished. A pig, much bruised but not quite dead when dashed upon the beach, was the only living thing on board that escaped. Portion of her engines may still be seen on the rocky shore where she went to pieces. (From an illustration in the *Illustrated London News*, 29th July, 1865.)

**783. Dr. Heath Curtis,**

medical officer, and other officers of the S.S. *Athens*. (Photographed at Ashley's Studios, Cape Town.)

**784. After the Great Gale in 1865.**

During the gale many of the ships in the bay signalled that one of their cables having parted they were sorely in need of another and an anchor. It was said that as much as £20,000 was offered by the agents to the boatmen to supply them. The Table Bay boatmen were regarded by all seafaring men as the most skilful and among the most daring of any of their class in the world, and under the stimulus of such large rewards most heroic efforts were made to get out to the distressed ships. Of course this was at the imminent risk of the boatmen's lives, and in fact twelve of them perished. But the effort was beyond the power of human strength and skill to carry to success, and one after another the ships were driven ashore. Altogether one steamer, sixteen sailing vessels, and about thirty cargo and other boats were wrecked. (Photograph.)

**785. The Great Gale of 17th May, 1865.**

Scene from the Imhoff Battery. (From a watercolour by Bowler, 1865.)

**786. Breaking up a Wreck.**

**1878.**

A scene on Woodstock beach. (From an original watercolour by G. F. Travers Jackson in 1878.) This depicts the *Redbreast*, which went ashore near Fort Knokke in the great gale of that year.

**787. Crossing the Line.**

The ceremony of Neptune's court, as carried out in the days of sail with strict observance of time-honoured detail.

**788. Crossing the Line.**

**789. Homeward Bound.**

(From the original painting by T. Baines, in possession of W. R. Morrison.)

**790. White Wings.**

The full-rigged ship *Amiral Cecille* of Nantes in dock. Taken about sixteen years ago.



## LIGHTHOUSES.

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791. **The Lighthouse at Mouille Point,**  
with two lanterns. (From an original drawing by de Meillon).
792. **Another View.**  
(From a woodcut vignette in Burchell's *Travels*.)
793. **Roman Rock Lighthouse**  
at the entrance of Simon's Bay. Erected about 1851 and strengthened and remodelled 1863. (From a woodcut in the *Illustrated London News*, 13th March, 1869.)
794. **Lighthouse at Dassen Island.**  
This lighthouse was built of iron in sections and put together on the island. Its height was 90 feet and the light was first shewn on 15th April, 1893.

## FORTIFICATIONS, MILITARY, ETC.

Actual field operations will be found chronologically arranged.

The Fort of Good Hope dates from the landing of Van Riebeeck, and with various alterations, exists to-day much as it was rebuilt about 1677. Subsidiary to the fort were the various batteries and forts forming the lines of defences.

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795. **The Castle.**

It was commenced on 25th November, 1677. Governor Johann Bax, his lady and their little son, all the officials and their wives were called upon to set an example, and assist in the excavation of the moat. Leading townspeople were also set to work. The governor carried out twelve basket-loads of earth, and his wife six. Thereafter, by regulation, everyone who passed the excavations was compelled to carry out some of the earth, irrespective of rank or sex. As the main road from the town to the gardens of the burghers along the Liesbeek ran through the Castle, practically everyone at some time would find it impossible to evade this regulation. In 1744 and 1745 a number of batteries were constructed along the shore of Table Bay, of which only one, Fort Knokke, still remains. At a later date most of these were removed, and in 1782 others were constructed in their place by the French garrison. There was at the time a foot bridge over the Kapel Sluit. There was no parapet on the castle, but there were sentry boxes for the use of the soldiers on guard.

796. **Lady Anne Barnard's Fountain.**

797. **Plan of Courtyard.**

Within the Orange bastion and shewing elevation.

798. **The Kat.**

This porch in the Castle is before the building that was once the official residence of the governor. From it all sentences in criminal cases as well as all proclamations, were read. In a dictionary of military terms the word "Kat" is given as the Dutch equivalent of the French term "Cavalier" meaning a wall crossing from side to side of a fortified place. This seems a likely explanation of the title given to this part of the Castle.

799. **Table Mountain in 1790.**

Shewing the town. The large buildings along the shore were the naval magazines of the D. E. I. Co., which were destroyed by fire on 22nd November, 1798. This is believed to be the only view shewing the water gate of the Castle. The main wagon road passed between the Lion gates. (From an original water colour by Mr. Davies, a Director of the English E. I. Co., who visited the Cape. In possession of Bryant Lindley Esq.)

800. **Ceiling Decoration.**

A pentagon in relief, incorporating the five bastions of the Castle, formed as a lamp pendant. Carved in stone and originally placed in the water gate entrance;

801. **Carved Ship.**

Now built in the walls of the Castle but which probably at one time decorated the water gate.

802. **Plan of the Castle.**

The castle of Good Hope was commenced to be built in January, 1666, and in 1679 it was completed. The outer walls, with the exception of the brick parapet, remain to-day as they were when first constructed, but the interior has undergone many changes. Of the structures in the enclosure, hardly any of them date further back than the time of Governor van de Graaff, 1785-1791, and most of them are much more modern. The offices of the secretary to government, the treasurer-general, and the auditor-general were all in the castle from 1679 to 1811, after which date they were gradually removed, and very extensive alterations in the buildings were made. All official correspondence down to 1814 was directed from or to the Castle of Good Hope. (From an engraving in De Grand Pre's *Voyage on Cap de Bonne Esperance*, 1801.)

803. **Drawing of a Gun.**

Made to fire from the ramparts. (By Thibault.)



**804. Anton Anreith's Lion Gateway, 1865.**

The fence in the foreground served to enclose the single line of rail used by the Salt River and Wynberg branch and also the main line of railways to Wellington. On the left of this fence is the "return" or right wing of the Imhoff Battery and the old road leading inland from the town. It was along this, the only road, that all traffic between the town and the interior had to proceed. This road led in from Strand street and passed between the Castle and the Imhoff. Both the entrance and the exit were guarded by massive gateways. The entrance pillars were decorated with wrought-iron models of grenades with flames issuing therefrom. The exit gateway, shown here, was carried out in brick and plaster, one pier bearing a lion grasping a dolphin, the other had a lion with a trophy of cannon ball and other military implements. About 1800, and for some years after, all traffic after passing through the lion gates proceeded along the shore, the wagons crossing the Castle moat at a drift (foot passengers had a bridge). Where the building called "City Gates" now stands the line of fortifications, from the beach to Tennant's farm (now "Zonnebloem"), was pierced to allow of the road passing through.

**805. Design for the Provost Prison.**

By Thibault.

**806. Provost Prison from the Bastion.**

**807. Provost Prison Entrance.**

**808. Reputed Condemned Cell.**

So constructed that no daylight could enter.

**809. Inscription Carved on Cell Door.**

By a prisoner in the Provost Prison :

"Unwelcome! stranger to this woeful place,  
And unto friendship and to mental peace  
Content is fled! O tedious time  
When sad reflection ponders o'er No Crime;  
No cheering comfort glad'st the wearied eve  
As the incessant hours in dull rotation leave."

**810. Stairway to the Ramparts.**

**811. Another View of the Stairway.**

**812. Sentry box.**

**813. An Archway.**

**814. The Main Guard.**

**815. The Outer Entrance.**

**816. The Main Entrance.**

The arms carved are those of the six cities in which there were Chambers of the D. E. I. Co. : Amsterdam, Middelburg, Hoorn, Enkhuizen, Delft and Rotterdam. Above all is the Lion of the Netherlands.

**817. The Sally Port.**

**818. View from the Nassau Bastion.**

**819. Corner of Outer Courtyard.**

**820. View along the Ramparts.**

**821. The King's Blockhouse.**

This is the highest blockhouse on the slope of the Devil's Peak, now used to house the convicts employed in afforestation on the mountain slopes, and formed the terminus of the line of fortifications constructed by General Craig in 1796 to protect Cape Town from an attack by an enemy landing at Simonstown, as he himself had done, or from one landing on any part of the coast opposite the town and marching round Table Bay. At the other end of the line was Craig's Tower, close to the mouth of Salt River.

**822. The Cradoek Redoubt, Cape Town, on the slopes of the Devil's Peak.**

All that remains of this military work.

**823. Plan of the Quarters.**

**824. Craig's Tower and Battery.**

This tower was formerly the terminus of the line of fortifications built along the south to protect Cape Town. It was close to Salt River mouth. As its name implies, it was erected by General Craig in 1796. The tower was provided with accommodation for the troops who might man it in time of need, but was demolished as being inadequate for the purposes of defence. When Craig's Tower was demolished in 1877, Craig's Battery was constructed, this, in turn, having become useless from a defensive point of view, has been swept away. (From a drawing by Egersdorfer made during the reconstruction, published in the *S. A. Illustrated News*.)

**825. Chavounes Battery.**

Plan, circa 1808. The Clock Tower of the docks marks the site where this battery stood.

**826. Chavonnes Battery.**

Shewing soldiers quarters. This battery, which stood on the shore of Table Bay where the breakwater now runs out, was commenced in 1715 and completed in 1726. It was first called the Mauritius Battery, but afterwards took its name from Lieutenant-Colonel Mauritz Pasques de Chavonnes, Governor of the Cape Colony from March 1714, to September, 1724. It remained in existence as one of the defences of Cape Town until 1860, when the harbour works were commenced and it was broken down. Circa 1840.

**827. Chavonnes Battery.**

From a rare litho by Bowler in *S. A. Sketches*.

**828. Rogge Bay Battery.**

View of foreshore shewing the battery and Tudor Ice Co.'s premises. (From a drawing by H. W. Piers, circa 1845.)

**829. The Imhoff Battery.**

Military quarters. (From a drawing by H. W. Piers.)

**830. View from the Ramparts.**

(From a drawing by H. W. Piers.)

**831. Great Barrack Room.**

**832. Archway between Lady Anne Barnard's House.**

**833. Old Ovens**

Used during the Anti Convict Agitation 1849, to bake bread for the troops as the bakers refused supplies.

**834. Imhoff Battery.**

Officers quarters. (Restoration by P. Fischer. As it was circa 1845.)

**834a. Martello Tower, Simonstown.**

The first martello tower was built at Formeilli, near St. Fiorenzo. It protected the bay and with a small garrison forced a hostile fleet to retire. The British were so impressed with the value of Martello towers that when the Napoleonic invasion threatened they constructed a chain of such towers to protect the coasts.

**835. Interior.**

**836. Exterior.**

**837. Two Gun Battery. Camps Bay.**

**838. View of the Post at Keiskama Hoek.**

(From *Scenes in Kaffraria* by two officers, 1854.)

**839. The Main Barracks**

was erected for a hospital by the D. E. I. Co., but in 1781 began to be used as a barracks for soldiers, the French regiment of Pondicherry being the first to be quartered in it. It was demolished in 1903. (From a lithograph by de Meillon in the *Cape of Good Hope Almanac*, 1832.)

**840. A Corridor in the Great Barracks.**

**841. Hall in Great Barracks.**

Boer prisoners were confined here during the Anglo Boer War.

**842. Demolition of the Barracks.**

**843. Military Hospital.**

These buildings, erected during the British occupation in the '40's, are now being demolished to make room for railway extensions. At the rear of the buildings was the dignified Egyptian Archway, considered to have been the work of Colonel Michell. (From a picture by Bowler, circa 185—.)

**844. Somerset Hospital in the Sixties.**

Commenced in 1818, this hospital is now out of date, and is no longer adequate for its purpose. (From a photograph taken in the Sixties.)

**845. The Ebani.**

South Africa's Hospital ship. Used during the South West Africa and German East Africa campaigns. She was formerly a mail boat on the West African service, and had unusual space between decks. Her hull was picked out with a green band and a red cross in the centre, this distinctive feature being replaced at night with a band of green lights, and red lights for the cross.

**846. A Ward on the Ebani.**

**847. Fort Knokke, Woodstock Beach.**

Constructed 1743, mounted 16 cannon, according to a military plan dated 1790. This fortification is in process of demolition. The old military graveyard was recently deconsecrated and the bodies re-interred at Maitland. (From a painting by Bowler.)

**848. Zonnebloem, Woodstock.**

Formerly the terminus of the lines of defence of Cape Town. Zonnebloem is now a flourishing native college. It used formerly to be known as Tennant's Farm. (From the *Illustrated London News*, after Angus.)

**849. Fort Knokke.**

During demolition.

**350. Amsterdam Battery Plan.**

The Amsterdam Battery, just above the present docks in Cape Town, was built when the Baron Joachim van Plettenberg and Lieutenant-Colonel Cornelis Jacob van de Graaff were at the head of the Cape government. In February, 1787, the guns were mounted. When the first trial of the armament was made, one of the cannon burst, and two men were killed and five badly wounded. Governor van de Graaff, who was standing close by, was also slightly hurt. The battery was demolished in the course of harbour improvements. (From an original by Thibault in the Pretoria Museum.)

**351. Amsterdam Battery, 1870.**

**352. Imhoff Battery.**

From old jetty. This battery was built in the time of the governor-general of India, Baron Imhoff. It was commenced in November, 1744, and completed in July, 1745. At the time when the railway works extended their sheds and lines, the old battery was removed. Shewing vessels ashore after a gale. (From a water colour by Bowler.)

**352a. Seventeenth Century Bronze Saluting Cannon.**

Portuguese, found at Sir Lowry's Pass and in possession of Major Jardine.

**353. Stellenbosch Cannon.**

Saluting cannon, embossed with coat of arms. In possession of the Stellenbosch Municipality.

**354. Three Saluting Mortars.**

Used to announce the news "Ship in Sight."

**355. Cannon.**

In possession of Stellenbosch. Shewing the carriage.

**356. Oude Grietjie.**

Used by the voortrekkers under Andries Pretorius at the Battle of Blood river on 16th December, 1838, and now in the Transvaal Museum, Pretoria.

**357. Hendrik Peter Storm.**

*Oppervelhebber der Militaren de Kaap de Goede Hoop.* A fine example of the costume of the period.

**358. Private of the Cape Corps, 1806.**

(From an original sketch, entitled *Hottentot in His Majesty's Service*, by Lady Anne Barnard. In the possession of the Cape Town City Council.)

**359. Officer of the C.M.R.**

(From R. Cannon's *History of the C.M.R.* 1842.)

**360. Captain B. Plaatjes.**

Captain of a Bushman tribe at Hantam, Caledon Distriet. He is shewn wearing his badge and staff of office. (From a water colour drawing by Lady Anne Barnard. Circa 1806. In possession of the Cape Town City Council.)

**361. Colonel Cloete.**

of the Stellenbosch Burgher Cavalry. Shewing saddlecloth, sabretache, etc.

**362. Fort Hare.**

Fort Hare as it was when in occupation by the military—but now almost entirely disappeared. The survey of the ground for this fort was really the commencement of the 1846 war. By a mistake this survey was in Sandille's country. That chief, thirsting for a fight, drove away the surveying party and showed his defiance of the government. The fort was built at the end of 1847, after the conclusion of the war. It was more of a military village than a fort, being 600 yards long, and it accommodated a very large force of cavalry and infantry. This picture has been reconstructed by Mr. Porte from the survey of the remaining foundation, plans in the Cape Archives, and description by the old Alice residents who remembered Fort Hare in its earliest days. To-day the Native College occupies the site.

**363. Meeting with Gaika Chiefs.**

The meeting of Mr. Chas. Brown tree with the Gaika chiefs at his house near Fort Cox. This momentous meeting took place in December, 1850, just before the outbreak of the '50 war. Mr. Brown tree is warning them of what will happen to them if they persist in their warlike behaviour. (The picture reconstructed by Mr. Porte of Cape Town.)

**365. A Skirmish in Kaffirland.**

**366. A Patrol.**

**367. The Cape Town Contingent.**

**368. Carrying Home Firewood.**

Humorous illustrations depicting incidents in the Kaffir War. (From Lucas's *Pen and Pencil reminiscences.* 1861.)



- 369. Foxhounds in Kaffirland.**  
A run with the 7th Dragoon Foxhounds in Caffreland. (From a spirited lithograph in Darell's *China, India, Cape of Good Hope*. 1852.)
- 370. Volunteer Officers, 1860.**  
Shewing W. Porter (Cape Town Volunteer Cavalry) and Eustace and du Prat (Cape Artillery).
- 371. March Past of the Sparklers.**  
Queen's Birthday Parade. March past of Cape Town Volunteer Cavalry. 188—.
- 372. Firing a Feu de Joie.**
- 373. Review.**  
March past. Naval men leading followed by Marines. Cape Field Artillery and Dukes. Sparklers in the distance, and massed bands in centre. Circa 188—.
- 374. Review on Green Point Common.**  
Cape Corps, H. M. 59th Regiment, Volunteer Cavalry, Sappers, and Volunteer Rifles. (From a drawing by Bowler in the *Illustrated London News*, October 20th, 1860.)
- 375. Cape Artillery.**  
At drill in the Imhoff Battery, Cape Town, in 1860.
- 376. Cape Field Artillery.**  
At Gordon's Bay.
- 377. Mounted Company of the Dukes.**  
Circa 1905.
- 378. The D.E.O.V.R.**  
The biggest parade at Matjesfontein, 1900.
- 379. C.M.R.**  
At the docks, Cape Town.
- 380. Cape Garrison Artillery.**  
A route march.
- 381. Staats Artillerie.**  
Krupp gun with Staats Artillerie outside the old Artillery Barracks, Pretoria.
- 382. Republican Officers.**  
Groups of officers, shewn in three frames, representing various types of uniforms of the Z. A. Republick Staats Artillerie, Pretoria Volunteer Cavalry, Vrywilligers, Z. A. R. P., etc.
- 383. Pretoria Forts.**  
Two well known forts, "Klapperkop" and "Wonderboom," situated on the hills outside Pretoria. These were heavily armed in the days of the Z. A. R.
- 384. Staats Artillerie.**  
Picture shewing the Transvaal Artillery at Manoeuvres in 1898.
- 385. Police Pass.**  
Pass issued during the Boer War, 1900, for a worker on the mines.

## METHODS OF COMMUNICATION, ETC.

Under this heading are grouped pictures to illustrate the early history and development of Posts and Telegraphs, Railways, Trams, etc., Roads and Bridges.

### POSTAL AND TELEGRAPHS.

#### POST OFFICE STONES.

From the end of the 16th century many vessels of various nationalities touched at Table Bay to obtain refreshment. In the South African Museum are many examples of Post Office stones. The calling vessels left letters beneath the stones and engraved on stones records of the ship and her captain, with dates of arrival and departure. The earliest of such stones in English was discovered embedded in the Castle walls. Inscriptions date from 1485 to 1630.

- 386. The London, 1622.**  
The inscription reads "The London arrived the 10 of (M)arch here from Surat bound for England and depar(ted) the 20 ditto 1622 Richard Blyth. Captain. Hereunder look for letters." There is a later inscription on the same stone.
- 387. The Lesser James, 1622.**  
John Roberts, commander of the *Lesser James*, arrived on the 8th, and departed on 26th December, 1622, and the same stone records the visit of the Abigail.
- 388. A Danish Inscription.**  
"Paul Steur Sommer. P.S. Ueis dig N 1614 den Nov."
- 389. Semaphores.**  
A later method of communication. Table Mountain and Bay, shewing semaphores on Kloof Nek and Signal Hill. (From a steel engraving in R. Montgomery Martin's *History of Southern Africa*, 1836.)
- 390. First Telegraph Office.**  
Kiosk on the Parade, shewing the deep water furrow on the Parade. (Photograph.)





**891. Postcart.**

Dropping the mail at a country office. (From a spirited drawing in the Mansergh Collection.)

**892. First Post Office.**

This was in Bureau street in that portion of the old Supreme Court building recently removed when the front was set back. The mails to the frontier were conveyed in a cart such as shewn here. (From a photograph in the *Cape Monthly Magazine*.)

**893. The Second Telegraph Office.**

This was removed here from the old kiosk on the parade. Over the door is a transparency used during the Royal visit in 1867. Mr. Dunn, Superintendent of Telegraphs, stands in the doorway. This building stood on the site where Darter's building now stands in Adderley street, and on the left is the old Cape of Good Hope Bank.

**894. Combined Post and Telegraph Offices in 1894.**

On the site where the present Cape Times building now stands in St. George's street.

**895. Army Post Office, 1901.**

The Cape Town branch run by the military.

**896. Censored Letters.**

Shewing the censorship labels used during the Boer War, V.R. and E.R.

**897. Cape Wood Blocks.**

Postage stamps were first issued in South Africa in Cape Town, 1st September, 1853. The stamps were the well known triangulars. In February-April, 1861, there was a temporary shortage of the 1d. and 4d. values and locally printed triangulars were issued. These were engraved by C. J. Roberts, and printed by Saul Solomon and Co., and are to-day known as woodblocks because the stereos were mounted on wood blocks. In this issue occurred the celebrated errors. In making up the plates a stereo of the 4d. value was accidentally included in the 1d. plate, and vice versa. Consequently, the 1d., which should have been red, appeared in blue, and the 4d. blue in red. These are now exceedingly rare and mint specimens of the errors are worth several thousands of pounds.

**898. History in Philately.**

To shew how history in a nutshell can be conveyed by postage stamps, the Transvaal has been selected. Nine stamps shew the whole history. First comes the crude early Z.A.R. issue, which dates from 1869 to 1877. Then in July, 1877, the overprint V.R. Transvaal betokens the first British occupation. In 1878 came the permanent British Queen's head issue. In 1882 the Queen's head issue appears overprinted *Een penny*. The Transvaal had reverted to the Dutch. Then followed permanent issues until in June, 1900, the latest of those issues are overprinted *V.R.I.* Queen Victoria dies and in 1901 the stamps are overprinted *E.R.I.* Then comes the permanent King's head issue of 1902, which lasted until Union.

## RAILWAYS.

**899. Turning the First Sod.**

Ceremony of turning the first sod of the Railway from Cape Town to Wellington, by Sir George Grey on 31st March, 1859.

**900. The Cape Volunteer Marquee at the Ceremony of turning the First Sod.**

(Both from the *Illustrated London News*, July 16th, 1859.)

**901. The Railway Polka.**

Music composed on the occasion of turning the first sod, by Master J. Roome, with quaint wood-cut of train. Darter and Co., Cape Town, 1859. (Collection W. R. Morrison.)

**902. The First Railway Station, Cape Town.**

In the right foreground is the old Customs' House. (Photograph.)

**903. From the Castle.**

Looking into the first station. Shewing an early broad gauge engine. (Photograph.)

**904. From the Station.**

Shewing Goods Platform and Trucks. (Photograph.)

**905. Customs House.**

Shewing a small portion of the old Gaol. (From an original water colour by Duff.)

**906. Railway Station, Cape Town.**

Shewing the old Commercial Exchange and South African Mutual Building, subsequently destroyed by fire. (Photograph.)

**907. Newlands Station, 1865.**

Shewing the broad gauge and single line. (Photograph.)

**908. Claremont Station.**

(Photograph.)

**909. The Old Shambles.**

Removed to make room for No. 13 platform of the present station. (From a drawing by Piers, circa 1848.)

**910. Railway**

between Imhoff Battery and the Castle. The two gauges of line are shewn. Imhoff Battery is seen on the left.



**911. Opening of the Cape Town and Wellington Railway.**

This picture shows the arrival of the first train from Cape Town at the Wellington station, with the governor, Sir Philip Wodehouse, and his party, for the purpose of performing the opening ceremony. The length of the line was 93 kilometres, or 58 English miles, and it was opened for traffic on the 4th of November, 1863. It was constructed and owned by a Company, but in 1873, when an extension was made, it was purchased by the government, and the gauge was altered. (From an illustration in the *Illustrated London News*.)

**912. Interior of the Cape Town Station, 1875.**

Shewing a mixed train.

**913. Cape Town-Wellington Railway.**

From the Salt River Works, shewing train stopped at Salt River station.

**914. Netherlands Z.A.S.M. Coach.**

In use on the Transvaal railways until the Boer War. It was the use of these short coaches in combination with ordinary saloons which caused the Glencoe Railway disaster in January, 1897.

**915. Cuttings Omnibus.**

Proceeding along Darling street. The main barracks are seen in the distance. (From a pen and ink sketch by Peers.)

**916. Omnibus Notice.**

Advertisement of Cutting's omnibus, Cape Town-Wynberg. (From a contemporary advertisement.)

**917. Governor Seitz.**

In his railway motor in South West Africa.

**918. Mail Train on the Karroo.**

Taken about 35 years ago.

**919. Camel Hurdling.**

An unusual picture of a novel sport of Germans in South West Africa, leaping over hurdles on camels.

## TRAMS, ETC.

**920. The First Green Point Tram.**

With a group of prominent tall-hatted Capetonians of the period.

**921. Mowbray Tram.**

Leaving the Standard Bank terminus.

**922. Horse Tram.**

Proceeding along Somerset road.

**923. Laying the Rails.**

For the electric trams, Long street.

**924. Mrs. Joseph Chamberlain.**

Entering a 14 H.P. New Orleans Motor Car 1904 at Camps Bay. Mrs. Chamberlain is attended by Sir Alfred Hennessy, Sir J. St. Just (Colonial Office), and Major Deane.

**925. The Royal Visit.**

The Royal Procession with the present King and Queen passing Greenmarket Square, August 19, 1901.

## ROADS AND BRIDGES.

**926. Hottentots Holland Kloof.**

Pass over the Hottentots-Holland mountains, showing a good road. A new road was opened for use on 6th July, 1830, and was named after Governor Sir Lowry Cole, who caused it to be made. (From an engraving in the *European Magazine*, March 1796.)

**927. Waggon Tracks of the Pioneers.**

This name was given by the Hottentots in the days of van Riebeeck, for, they said to the Dutchmen, the place was their Holland or Fatherland. In the eighteenth century this road over the range was the key to the whole eastern portion of the Colony, as the French Hoek Pass was to the Boschjesveld. The writings of travellers give vivid pictures of the inaccessibility of this kloof, but at the same time reveal the determined character of the early pioneers in overcoming the obstacles when bent on climbing over the summits with their loaded waggons. The obstacles, wrote Colonel Michell (the Surveyor-General and Civil Engineer of the Colony and responsible for the making of Sir Lowry Pass), at this point, although less formidable than along the rest of the chain, were such as must have appalled the first who undertook to surmount them. "It is indeed a subject of astonishment," he reported in 1830, "to all who contemplate the steep uneffaced rude tracks over which the farmers used to drag their produce to the Cape Town market, that any waggon could ever reach the latter in an entire state." Sparrman, describing his journey in 1775, says the Hottentot Holland Kloof was steep, stony, winding and extremely inconvenient. To the right there was a perpendicular precipice, down which waggons and cattle together had sometimes the misfortune to fall headlong and be dashed to pieces.

**928. Cradoek's Pass, 1840.**

In 1847 an excellent road was constructed through a gorge in the range called the Montagu Pass, and not far from the present town of George. This illustration, which is reproduced from the engraving by Col. C. C. Michell, was published in the *Biographical Memoir of J. Montagu*, 1855; and gives a vivid representation of the difficulties of travel at the period. It certainly looks as if the old time travellers went a bit out of their way to find a really difficult road.

**929. Crossing the Hottentots Holland.**

A bullock wagon is depicted by one who obviously never saw one. The wagon is of the early Flemish type as painted by Rembrandt, whilst the oxen are drawing the wagon without any trek-touw, but in some extraordinary manner are harnessed by ropes. (From an engraving in *Gleanings in Africa*, 1808.)

**930. Transportation to the Diamond Fields.**

Coach outside Rosenstock's hotel.

**931. Toll Gate.**

Bain's Kloof Pass near the summit, in 1870.

**932. Toll Gate.**

Simonstown in 1891. (From a watercolour by Miss A. M. Piers.)

**934. Transport Company's Coach.**

"The Western" alongside the S.S. *Danube* in the docks before starting for Kimberley.

**935. Coach Office.**

The coach office of Messrs. Gibson Bros. at the Orange River, 1884.

**936. Group of Passengers.**

**937. Crossing the Orange River.**

Shewing the pont and the coach preparing to cross.

**938. Pontoon over Vaal River, Klipdriif.**

Diamond fields. On the way to the gold fields. (From the *Illustrated London News*, 20th October, 1860.)

**939. Crossing the Ford of Klaas Smit's River.**

The South African ox-waggon is probably the most flexible vehicle in the world, while at the same time it is one of the strongest. It is modelled after the common farm waggon of the Netherlands, but is much larger, and is provided with a tent. In such a waggon, in the early days of the Cape Colony, families moved from place to place seeking pasture for their herds and flocks, living in the summer months in the Roggeveld and Bokkevelde, and in the winter in the warmer Karoo. It was living in this manner for generations that gave to the frontier farmers their peculiar character, particularly their aversion to restraint of any kind, and their capability of existing without many things that townspeople regard as absolute necessities. Drawn by teams of fourteen large and strong oxen, they could be dragged up steep hills and over the stony fords of rivers; they could be used to sleep in, and in them could be conveyed all that was needed for daily use. (From a coloured lithograph in Baines' *South African Scenery and Events*, 1852.)

**940. Longmarket Street, 1875.**

After the rain, giving a vivid impression of what Cape Town streets were like at this period.

**941. Lower Adderley Street, 1875.**

**942. Outspan.**

A typical wayside scene of other days, shewing a family on trek and about their avocations at the Outspan. (From a drawing by Eggersdorfer from sketches by J. Stephens in the *Cape Illustrated News*.)

**943. First Train to Pietermaritzburg.**

**944. Ox Waggon.**

Crossing the Wonderboom Drift, (Pretoria). A typical transport scene of not far distant days, shewing the famous Wonderboom (Banyan) in the background.

**945. Chapman's Peak Road.**

An example of modern road making constructed under most difficult conditions. It was opened in 1922 and built by convict labour. The men had to work with ropes round them to prevent them being blown into the sea. Baboons were troublesome and a danger on account of rolling rocks. The whole of the road was drilled and blasted out of the solid rock.

**946. Gouritz River Bridge.**

On the Cape Central Railway, Garden Route.

**947. Somerset West.**

The old stone bridge.

**948. Bridge over Dwaars River.**

Ceres. This has now been replaced by a modern structure.

**949. Remains of Bridge at Foure.**

These are the ruins of the old Company's bridge.

**950. Grey's Pass Bridge.**

Bain's Kloof. This bridge has been replaced by a modern structure.

## RELIGIONS AND CHURCHES IN SOUTH AFRICA.

From an early date religious services were celebrated in South Africa and the first church dates from 1704. It was not, however, until the first quarter of the 19th Century that churches were erected by denominations other than the Dutch Reformed and Lutheran. Since then, however, every village possesses its church or chapel, and every denomination is well represented throughout South Africa.

### 951. Dutch Reformed Church.

In 1704 the first church on the present site was opened, and of this building all that now remains is the eastern wall and lower portion of the tower. In 1721 the tower was heightened, and in 1779 the church was enlarged and thatched, the Anton Anreith pulpit being installed in 1789. In 1836 the church was rebuilt, with the remarkable queen post roof. The walls of the old church were covered with the hatchments and its vaults filled with the bones of men and women of note. Truly it has been called the Westminster Abbey of the Cape. (From a drawing by Howard.) A hatchment or escutcheon is a board painted with the armorial bearings of the deceased, which was placed outside the residence or on the tomb. Several examples are preserved in the present vestry room. The pulpit, a fine example of Anreith's art, was preserved when the old church was pulled down and is still in use.

### 952. Dutch Reformed Church.

The Groot Kerk in Adderley street, from Church Square. (From a painting by Bowler, 1854, in possession of Mr. M. Green.)

### 953. Church Square.

A view taken in the 'Seventies, shewing Dr. Philips's Union Chapel on the left.

### 954. Dutch Reformed Church.

Interior. (From a contemporary drawing, 1835.)

### 955. Tower of the Dutch Reformed Church.

Circa 1880.

### 956. Wine Cellar at Alphen.

At one time Dutch Reformed Church services were conducted here.

### 957. The Rev. Andrew Murray.

Born at Graaff Reinet in 1828, one of the best loved ministers of the Dutch Reformed Church in South Africa. He served in 1849 at Bloemfontein, Worcester 1860, and Wellington 1871-1906. He became moderator of the Dutch Reformed Church and died in 1917.

### 958. Church Interior.

Interior of the Rev. A. Murray's church at Wellington.

### 959. Wellington before the Fire.

### 960. Lutheran Church, circa 1800.

Lutheran chaplains of Danish ships frequently conducted services and administered the sacraments in private houses in Cape Town, but they would not have been allowed to ring a bell to call the congregation together. The only exceptions to this rule were that in 1749, 1751, 1752 and 1753 clergymen of the English episcopal church were granted liberty to conduct services in the Dutch Reformed church building in Cape Town. The Lutherans were numerous in the town, and on a plot of ground facing Strand street a wealthy farmer named Martin Melk erected a building to be used as a church, which in 1774 he presented to the congregation by a notarial deed. The Lutherans then obtained permission to engage a pastor, and in 1780 the Reverend Andreas Kolver arrived. On the 10th of December of that year the first service was held in the church, which was then publicly opened for divine worship. This shews the church before the tower was erected in 1800. (From an original water colour in possession of the Cape Town City Council.)

### 961. Lutheran Church.

From Somerset road. This illustration shews the back view of the church. (From an original watercolour by Duff in the Jardine collection.)

### 962. Lutheran Parsonage.

A fine specimen of the architecture of the period. Now a boarding house.

### 963. Interior of the Church.

A glimpse through the vestry door shewing the fine brass work.

### 964. Lutheran Cemetery.

Now demolished.

### 965. Lutheran Church.

Strand street, shewing church and parsonage. Circa 1875.

### 966. Seal of the Church.

### 967. Door and Window.

of the Lutheran Church and Anton Anreith's original designs for same.

### 968. Tulbagh.

Interior of the old church, now a Volks museum. This old building was rescued from destruction by the exertions of Lady Meiring Beck. It was restored by Mr. F. M. Glennie and under the fostering care of Lady Beck serves a highly useful purpose.



- 969. Interior.**  
Shewing the pulpit.
- 970. Exterior.**  
Shewing the restored gate pillars.
- 971. Tulbagh.**  
The old Dutch Reformed Parsonage.
- 972. Early Baptismal Registers.**  
From page of the Baptismal Register of Tulbagh Church. The first entry is dated 16th September, 1743.
- 973. Baptismal Register**  
of French Huguenots, 1694.
- 974. Swellendam.**  
The old church, now demolished. The contractor wished to sign his work, but the Kerkraad refused to allow him to do so. His name was David Kerr. When the building was completed Kerr was excommunicated, but he boasted that his name would stand as long as the church stood. Then it was discovered he had woven his initials into the tracery of two side windows and these remained until the church was demolished.
- 975. Doorway of the Church.**
- 976. The Old Drostdy.**  
From the back.
- 977. Malmesbury.**  
The old Pastorie. Taken 1912 and now demolished.
- 978. Dutch Reformed Church, George, 1848.**
- 979. Mission Church.**  
Long street, Cape Town, 1779.
- 980. Dutch Reformed Church, Cradock.**
- 981. St. George's Cathedral, Cape Town.**  
For 27 years the Cape Town English church congregation used the Dutch Reformed Church for their services. The foundation stone of the old cathedral was laid in 1830 and the cathedral was opened in December, 1834. (This drawing by G. Duff (Jardine collection) shews the bridge at the corner of Wale street and New (now Queen Victoria) street, and the sluice gate and furrow which carried the water from the Platteklip stream.
- 982. St. George's Cathedral.**  
Interior.
- 983. Philippolis.**  
Laying the foundation stone of the English Church in January, 1864. (From the *Illustrated London News*.)
- 984. Bishop Grey.**  
Preaching to natives. (From a calico print.)
- 985. Bishop Mackenzie's Grave.**  
Shewing the cross placed by Dr. Livingstone in 1863.
- 986. Robben Island.**  
The English Church built in 1841.
- 987. German Lutheran Church.**  
Top of Long street. The bells were presented by Kaiser William II. The house on the left is Overbeke House. (From a lithograph by Bowler.)
- 988. Street Scene on Robben Island.**  
A typical scene taken about 25 years ago.
- 989. Scottish Church.**  
A church which was never completed. It stood where the Wesleyan Church is to-day facing Greenmarket Square. It was erected by the Rev. Graham and before completion was sold to Messrs. Landsberg and used as a store. It was subsequently destroyed by fire. A considerable quantity of gunpowder was stored in the building and, during the fire, a sailor from a ship in the harbour removed the powder at considerable risk. He was well rewarded which proved his downfall, for he drank himself to death. (From a watercolour by Duff in the Jardine Collection, shewing the store before the fire.)
- 990. St. Andrew's Presbyterian Church, Cape Town.**  
It was opened for use on the 24th of May, 1829. (From a drawing by H. C. de Meillon in *Cape of Good Hope Almanac*, 1832.)
- 991. Malmesbury.**  
Plan of the D.R. Church at Swartland (afterwards Malmesbury). By Wernick. Circa 1800.
- 992. Chumie.**  
Mission station at Chumie (Glasgow Mission), Kaffirland.

**993. The First Roman Catholic Church.**

In Harrington street, where Trinity Church (English Episcopal) now stands. The foundation stone was laid on 28th October, 1822. (From a drawing by de Meillon, circa 1830.)

**994. St. Mary's Cathedral.**

(From a watercolour by Bowler, 1856.)

**JEWISH RELIGION IN SOUTH AFRICA.**

**995. First Congregation, 1841.**

Contemporary account of the first meeting in Helmsley Place on 26th September, 1841.

**996. The First Synagogue.**

Adjoining the present Great Synagogue.

**997. Greek Church.**

Consecration of the ground by the Archimandrite Lappas of the first Greek Church, Mountain Road, Woodstock, in 1902.

**MAHOMEDANS IN SOUTH AFRICA.**

**998. Interior**

of the Chiappinni Street Mosque, 1894.

**999. Exterior.**

**1000. Sheik Joseph's Tomb.**

General view showing the Pilgrims' rest house and the tomb on top of the hill. The tomb is at Zandvleit, Stellenbosch district. Sheik Joseph was a Javanese Mahomedan of great reputed sanctity, who took an active part in the Bantamese Civil War of 1682. He was the leader on one side whilst the Dutch assisted the other, and ultimately successful party. In 1683 he surrendered to the Dutch forces and for some years was kept in India as a prisoner of state. He was so venerated by the Mahomedans that the authorities removed him with his family and attendants—forty-nine in all—to the Cape. Sheik Joseph died at Zandvleit in 1699 and was buried there. Since his death his tomb has been and is to-day a place of pilgrimage for the Mahomedans in South Africa.

**1001. Minaret**

of old mosque at Simonstown.

**1001a. Old house, Long street.**

**ARCHITECTURE IN SOUTH AFRICA.**

The conditions prevailing in South Africa caused considerable modification from the Dutch originals. Sun dried bricks, dagga mortar, roof thatching and not too skilful artificers all contributed to the gradual growth of a distinctive South African type of architecture. In the result evolved a type of quiet dignified repose, and from the many extant examples come the following examples of homesteads, houses, gables, parapets, fanlights, doorways, bell-towers, etc.

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**1002. Klassenbosch (Constantia).**

Now replaced by a modern dwelling.

**1003. De Klerck's House.**

Commercial (formerly Boom) street, Cape Town. Now very much altered.

**1004. Old House.**

No. 100 Loop street. Since entirely modernised.

**1005. Hoop op Constantia.**

Colyn's Hoop. (From a steel engraving, circa 1850.) Shewing three gables now removed.

**1006. The Jonker's House.**

Groot Constantia.

**1007. Old Supreme Court.**

(From a woodcut, circa 183—.)

**1008. Old Supreme Court.**

After its reconstruction and the setting back of the front. Architect Mr. F. M. Glennie.

**1009. Old Staircase**

in the Supreme Court.

**1010. House in Bree street.**

Formerly used as the Court of Justice of the D. E. I. Co. This house is still in existence and shews the original pediment by Anton Anreith.

- 1011. Georgian House in Parliament street.**  
No. 69 Parliament street. A typical example of late Georgian architecture. (From a measured drawing by C. M. F. W. Mitchell.)
- 1011a. Rhone.**  
Groot Drakenstein. Front and side gables. (Measured drawing by C. W. Roxburgh.)
- 1012. Clanwilliam.**  
The Residency.
- 1013. Sexton's House.**  
Of the Dutch Reformed Church, facing the Heerengracht, now Adderley street. Cape Town. This building at the commencement of the nineteenth century was used as a vestry room (consistorie kamer), sexton's residence and library. In it the collection of books bequeathed to the colony by Mr. J. N. van Dessin in 1761, and which is now in the South African Public Library, was housed, the authorities of the church being the trustees under Mr. van Dessin's will. (Restoration by the late S. O. H. Schutte.)
- 1014. Brand Homestead.**  
In Wale street. Now used as a Police Station. (Restoration by R. E. de Smidt.)
- 1015. Tokai.**  
As it is to-day.
- 1016. Malay Quarter.**  
A typical scene.

#### TYPES OF GABLES.

- 1017.** Robertson District.
- 1018.** Caledon, Clanwilliam, Citrusdal, Villiersdorp.
- 1019.** Worcester, Goudini, Tulbagh.
- 1020.** Swellendam.
- 1021.** Parel Vallei, Somerset West ; Neederburg, Klein Drakenstein.
- 1022.** Caledon, Swellendam, Tulbagh.

#### OLD CAPE DOORWAYS.

- 1023.** Nos. 1 and 2, Alphen. No. 3, Tokai. No. 4, upper door, Normal College, Cape Town. No. 5, Strand street. No. 6, Blauwklip, Helderberg. No. 7, Buitengracht street. The Castle.

#### OLD CAPE GATEWAYS.

- 1024.** Prince street, Visser's Hoek ; old gate piers of Rustenberg, now removed ; Vergenoegt, Faure ; Welmoed, Stellenbosch Town and Somerset West.

#### WAVED PARAPET MOULDINGS.

- 1025.** Fine examples from Wale street, Buitengracht street and Roeland street.

#### BELLS.

- 1026.** Eensaamheid (Klappmuts), Vergelegen bell, Kronendal bell, Meerlust bell tower, Nootgedacht, Old Church Pacaltsdorp, Elsenburg.

#### EARLY CAPE FANLIGHTS.

- 1027.** A — Schutte fanlights, location unknown.  
B — Fanlight formerly in Wale street.  
C — Formerly in the Castle.  
D — Formerly in Strand street.  
E — Formerly in Strand street.  
F — Formerly in Wale street.  
G — Formerly in Parliament street.  
H — In Loop street.  
(Redrawn by V. P. Moore, M.I.A.)

#### METHOD OF THATCHING.

- 1028. Drying Reeds.**  
Slang River, Wellington.
- 1029. Thatching.**  
Old Wool Store, Swellendam.
- 1030. Interior of Thatched Roof.**  
Schoongezicht, Stellenbosch.
- 1031. Thatching "la Gratitude."**  
Stellenbosch.



# THE COLOURED INHABITANTS OF SOUTH AFRICA.

## THE BUSHMEN.

The Bushmen are the oldest inhabitants of South Africa, though it is possible that there may have been human beings here even before the arrival of these wild hunters. Their implements have been found in positions denoting very great age, and there are the strongest proofs that there was a time when they alone, or people in every respect similar to them in culture, inhabited the whole of the African continent, a large part of Asia, and a section of Southern Europe. They are identical with the Aurignacian race in Europe, whose remains, recently discovered, caused great interest to be taken in them by students of man. The special characteristics of the Bushmen are a yellowish brown skin, diminutive size, hollow back, very protuberant buttocks—especially in females, small hands and feet, almost vertical face from the top of the forehead to the bottom of the nose, exceedingly prognathous jaws, receding chin, lobeless ears, and broad cheek bones. The Bushmen were wild hunters, who never cultivated the ground, who had no domestic animal except the dog, and who knew nothing of the use of metals. They used the bow and the poisoned arrow in war and in the chase. The race has now nearly died out in South Africa, and even where some are still to be found, a large proportion of them are of mixed Hottentot or Bantu blood.

### 1032. Dr. W. H. I. Bleek.

Born in 1827. He went to Zululand and met Bishop Colenso and studied Zulu Folklore. Sir George Grey induced him to settle in Cape Town, where his official title was interpreter to the governor. Thereafter he devoted himself to the study of South African languages and to that of the Bushmen in particular.

### 1033. Bushman playing the Gorah.

The Gorah was bow with a cord of twisted sinews having a split quill inserted near one end. The bow was held as shewn, and by blowing on the quill and inhaling the breath, the cord vibrated and produced the sound beloved by the Bushmen. (From a coloured aquatint in Burchell's *Travels*, 1822-4.)

### 1034. Bushman Types.

### 1035. Koranas trying Locusts.

The great swarms of locusts, so dreaded by all tillers of the ground, white or black, in South Africa, were welcomed by the Koranas, and especially by the Bushmen, as furnishing food in the greatest abundance. They were captured in immense quantities, dried and fried for eating. The Bushmen, who never thought of preserving part of the flesh of a huge animal for future use, were often so provident as to put away a store of locusts, grass seed being the only other article they hoarded in the same manner. (From a coloured aquatint from Daniell's *African Scenery and Animals at the Cape of Good Hope*. Obl. Imp. Folio. 1804-5.)

### 1036. Bushmen armed for an Expedition.

After the arrival of Hottentots in South Africa the Bushmen became acquainted with the use of iron, and used it for arrow heads whenever they could obtain it in war, but never extracted it from ore. They carried their arrows in a quiver, and when they expected to meet an enemy also bound them round their heads in order to appear formidable. (From a coloured lithograph from Angas's *Kaffir Illustrated Folio*, 1849.)

### 1037. Bushmen Rock Paintings.

Caves and rock shelters in South Africa often have paintings on the walls and roof. These paintings were done by the Bushmen or their forerunners and are valuable relics of the past. Some cannot be more than 150 years old, but others may date back a thousand years or more. Unfortunately they are very easily damaged and defaced.

### 1038. Rock Engravings.

In parts of South Africa where there are no rock shelters there are few paintings. Instead, there are engravings, usually on boulders of hard basalt. Many of these are crude, but many others are works of art, all the more remarkable in view of the difficulty of chipping them out with stone tools. As relics of vanished races of men they are even more valuable than the paintings, because they are less perishable.

### 1039. Types of Bushmen Weapons.

(From an engraving in *Thompson's Travels*, 1827.)

### 1040. Bushmen pursuing Game.

Bushmen pursuing a heterogenous herd of game. (From a coloured lithograph in the rare *Scenery and Events* by Baines, 1852.)

### 1041. Bushman Woman.

### 1042. Woman with Children.

### 1043. Group of Bushmen.

(From a painting by Baines, 1861.)

### 1044. Berg Damara.

### 1045. Broadsheet, 1841.

*The Bosjesmans*. (Exhibition at the Portico, Newington.) Described as most singular specimens of that decreasing race. The exhibition was visited by everyone of note and among the names were the Duke of Wellington, Sir Robert Peel, and Louis Napoleon. (From a quaint broadsheet.)

## THE HOTTENTOTS.

In all probability the Hottentots originated in Somaliland in some distant time, though possibly not more than 3,500 or 4,000 years ago, from the union of men of light colour, may be Egyptians, with Bushwomen, whose offspring mixed again with light coloured men, and so a fertile stock was produced. After a time they migrated from Somaliland to the region of the great lakes, where they remained, most likely for many centuries, until they were driven away by the advance of Bantu tribes from the north. So far we are dealing with probabilities only, but now certainty in their history commences. Southward their progress was barred by the tsetse fly, but south-westward they could migrate with their herds in safety, and there were no other occupants of the land than Bushmen to oppose them. They kept on this course until the Atlantic Ocean was reached, and then followed its course, throwing off sections here and there until they passed quite round the present Cape Province and reached the border of Natal. It cannot have been more than seven or eight hundred years ago when they reached the southern coast. From the commencement of their wanderings they waged a constant war of extermination with the Bushmen, still they kept all the Bush girls they could capture, until at length there was a very large admixture of Bushman blood in the veins of many of them. The Hottentots possessed as domestic animals the ox, the large tailed sheep, and the dog. They were acquainted with the use of copper and iron, but did not practise agriculture, their principle food being milk. They were yellowish brown in colour, and were taller than Bushmen. They are now so mixed with other kinds of people that very few of pure blood are to be found.

### 1046. Hottentots.

With cattle and sheep as seen by Houtman on the shore of Mossel Bay, 1595. (From *Begin ende Voortgang*, 1643.)

### 1047. Hottentots.

Dancing by moonlight. (From Kolbe's *Beschryving*, 1727.)

### 1048. Hottentots.

(From Tachard's *Voyage de Siam*, 1687.)

### 1049. Hottentots.

(From Kolbe's *Beschryving*, 1727.)

### 1050. Head of a Gouaqua Hottentot.

### 1051. Head of a Female Hottentot.

### 1052. Korana Hottentot Girl.

(From aquatints by Daniell in *Sketches of Natives*, etc. 1820.)

### 1053. Crossing the Orange River.

View of a Korah Hottentot village.

### 1054. Korana Hottentots preparing to remove.

This is a faithful picture of Hottentot life in the olden times. The framework of a hut is being taken to pieces, and the mats that covered it are being tied in a roll preparatory to being placed on pack oxen. The domestic implements are very scanty, consisting merely of hollow blocks of wood for holding milk, several of which are shown, and a calabash used for the same purpose. The Koranas lived almost entirely on milk. Their weapons were assagais, as shown in the picture, knobkerries, and bows and arrows. The arrows were kept in a quiver made of the bark of an aloe stem. (From a coloured aquatint from Daniell's *African Scenery and Animals of the Cape of Good Hope*. Folio. 1804-5.)

## THE BANTU.

Far more numerous than all other people combined in South Africa are the Bantu as termed by Europeans. The word bantu means simply people, but they had no name for themselves collectively, only names for each tribe distinct from the others, and it was necessary for white men to have some designation for them as a whole. They are of very mixed blood, hardly any two groups being exactly alike, but there are two characteristics common to them all: religion and language. Their religion is ancestor worship, mixed more or less with fetishism in different groups, and their language follows the same form of construction and the same grammatical rules, though the dialects vary so greatly that men of different groups cannot understand each other. In appearance also they vary, some being as black as negroes, others chocolate coloured, others clear brown. Some have flat, others high, even aquiline noses. Taken as a whole, they are the most prolific people on the face of the earth, increasing in number at a marvellous rate. All the Bantu are acquainted with the use of iron, which they smelt from the ore, and from it manufacture various implements, all have domestic cattle, goats, sheep, dogs, and barnyard poultry, and most of the groups practise agriculture also. When Europeans first saw them they were thus much higher in the scale of civilization than Hottentots, and infinitely more so than Bushmen.

### 1055. Moselekatse.

One of Tshaka's ablest generals. He fled from Zululand to save his life and with the impis who went with him he laid waste the central Transvaal, and exterminated the inhabitants, incorporating the boys and girls in his following. He moved westward and ravaged the tribes bordering the Kalahari. In 1836 he fell upon the emigrant Boers and in January, 1837, his kraal at Mosega was destroyed by Maritz and Potgieter. He fled north and founded the Matabele nation. He died in 1868 and was succeeded by his son, Lobengula. (From the frontispiece in Cornwallis Harris's narrative of an expedition to South Africa. 1838.)

### 1056. Andries Botha.

Appointed a Field Cornet at the Kat river settlement, and was tried subsequently for high treason in connection with the Hottentot Rebellion during the Kaffir War in 1851.



**1057. Chaka (Tshaka).**

A son of Senzengakona, was born in 1783, but, exciting the jealousy of his father, fled and took refuge with Dingiswayo, chief of the Abatetwa. On his father's death Dingiswayo appointed him Chief of the Zulus and on the latter's death he controlled both tribes. He organised an immense army subjected to severe discipline, and then carried on ruthless wars of extermination. He governed with ferocious cruelty, but was admired by his people. Directly or indirectly some two million people perished in his wars. He was murdered in Natal in September, 1828, and was succeeded by his half brother Dingaan.

**1058. Sheep Stealing.**

Sheep-stealing was an offence from which the farmers in secluded parts of South Africa suffered down to the present day. In the eighteenth century Bushmen were the principal offenders, and in the nineteenth, Bantu. None of these people regarded cattle or sheep stealing as morally wrong or disgraceful in any degree, but if a man was detected by the owner of the animals or his friends, he was regarded as wanting in cleverness, as being in fact a kind of simpleton. (From a sketch by Eggersdorfer in the *Cape Illustrated News*.)

**1059. Sandile.**

With four of his wives and four of his counsellors. (From photographs.) Sandile during his lifetime was the highest chief in rank in the territory west of the Kei, being the eldest son of Gaika's great wife, Gaika himself was not Sandile's natural father, but was his legal father according to Bantu custom, and was recognised by the people as the heir in the great line of the house of Khakhabé. He was a man of rather low power of mind, and was physically weak, his left leg being shrunken. Sandile was in arms against the colonial government from March, 1846, to November of that year, and from August to October, 1847. In consequence of his insubordinate conduct, in December, 1850, he was declared an outlaw by Governor Sir Harry Smith, and an attempt to arrest him brought on the destructive war which ended only in February, 1853. In the cattle-killing delusion of 1856-7 he took part, and his people suffered so severely from starvation that for many years his power was much weakened. In December, 1877, he took up arms once more against the colonial government, and on the 29th of May, 1878, was killed in a skirmish in a glen of the Amatola range. Sandile left sons, but the chieftainship died with him.

**1060. Adam Kok III.**

He sold the district of Philippolis to the Orange Free State and in 1863 moved to Nomansland on the Pondo border, where a large tract of territory (now Griqualand East) was given to him by Sir George Grey. In 1874 he surrendered his authority to the Cape Government and died—the last captain of the Griquas—in 1875.

**1061. Langalibalele.**

Chief of the Ama Hlubi tribe. Rebelled in 1873 in Natal, and was kept a prisoner at the Cape.

**1062. Panda.**

(From an early woodcut.)

**1063. Bakalahari Women.**

Filling ostrich egg shells at a pool in the desert. (From Livingstone's *Missionary Travels*, 1857.)

**1064. Natives round a Dead Haartebeest.**

Women in foreground with ostrich eggs for carrying water.

**1065. Hopé or Trap.**

The game is driven into this trap.

**1066. Another View.**

Shewing game trapped in Hopé. (From Livingstone's *Missionary Travels*. 1857.)

**1067. Women making a Grain Jar.**

(From an aquatint in Daniell's Sketches. 1820.)

**1068. Interior of a Kraal.**

(From Barrow's *Voyage to Cochin China*. 1806.)

**1069. Kaffir Marauders Surprised.**

(From a lithograph by C. Bell. 185—.)

**1070. Hottentot Wayfarers.**

A group at the camp fire with a wagon. (From a lithograph by C. Bell. 185—.)

**1071. Bechuana's Kraal.**

A scene on the Vaal river. (From an illustration after Baines in the *Illustrated London News*. 19-1-1867.)

**1072. Bechuana Reed Dance.**

A moonlight scene. (From a lithograph by C. Bell. 1857.)

**1073. Native War Parts.**

(From *Scenes in Kaffirland* by Two Officers. 1854.)



## THE MALAYS.

The people termed Malays in South Africa are descendents of Javanese and other inhabitants of East Indian islands who were either sent here by the Dutch East India Company as slaves, or who came as attendants of prisoners of state, or who were servants of persons on their way to Europe and were left behind in Cape Town. They are Mohammedans in religion, and are an orderly, well-conducted class of people. They are chiefly to be found in Cape Town and the Cape Peninsula.

### MALAY TYPES.

**1074. Malay Women, circa 1880.**

**1075. Malay Bride and Bridesmaids.**

**1076. Malay Man, circa 1870.**

**1077. Malay Woman, circa 1870.**

**1078. Dagga Smokers.**

(From a coloured lithograph in Lucas's *Pen and Pencil Reminiscences*.) The natives collect the leaves of this shrub and smoke them as the Indians smoke hemp, and with most harmful results. Under its influence the natives become drugged and are dangerous to themselves and the community. The plant is a noxious weed, and under the act those who grow it are liable to punishment.

**1079. Dagga.**

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The numbers from 934 to 1004 in INDEX (excepting 1011a) must be advanced by 10, reading 944 to 1014 ; thus : Brand Home-  
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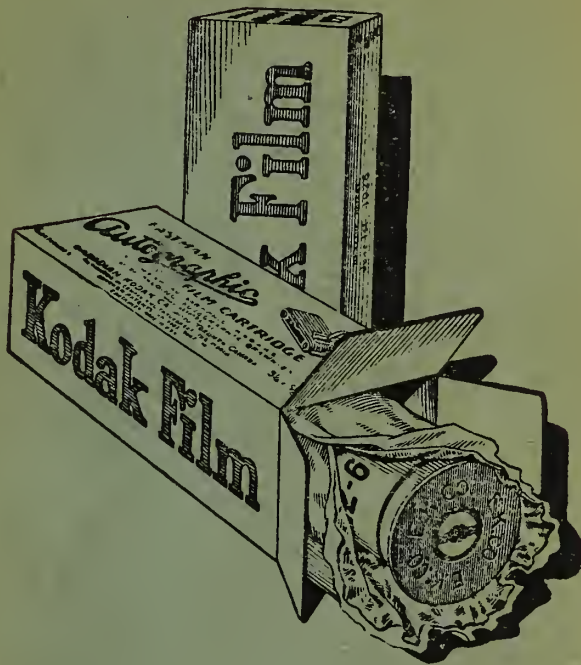
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